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CONTENTS

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The Cover Design from a Painting by Eugene Bracht: A Factory in Germany
The President and the Insurgents 97
President Taft on the Inter-State Commerce Law 97
Federal Charters for Inter-State Corporations 98
Federal Control of Water Power 99
A Genuine Arbitral Tribunal 100
The Declarations of a Statesman 101
Mayor Gaynor Begins 102
Railway Accidents 103
The House of Lords 103
An English Lawyer's View 104
Reforming Football 104
D. O. Mills 106
The Dismissal of Mr. Pinchot 107
Ship Subsidies 108
Governor Hughes and the Income Tax. 109
The Park in the Highlands 111
The Spectator 112
The Peaceful Revolution 115
By Frederic C. Howe
The Sleeping Sickness 119
By Louis L. Seaman
The Revival of Our Shipping 124
By the Hon. Alfred Spring
The Amateur Wireless Operator 131
By Robert A. Morton
Two Ladies of the Court of Louis XIV 136
By Elizabeth Wallace
The New Books 139
Letters to The Outlook 143

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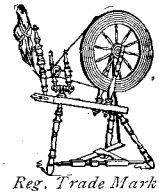

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The Outlook

JANUARY 15, 1910

LYMAN ABBOTT, Editor-in-Chief. HAMILTON W. MABIE, Associate Editor
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Contributing Editor

THE PRESIDENT AND THE INSURGENTS

When, last week, reports were published in a number of newspapers that President Taft contemplated using Federal patronage to punish those Republicans in Congress who were in revolt against the House organization led by Speaker Cannon, the most thoughtful readers of the newspapers must have regarded those reports with incredulity. In the first place, the President has shown through the years of his public life so high a standard of disinterested public service that no one of intelligence could credit a report that he would use his appointing power in any arbitrary way without regard to the fitness of the appointee. In the second place, those who are known to be "insurgents" against the oligarchical group headed by Speaker Cannon are not enemies of Mr. Taft's Administration or opponents of his policy. On the contrary, whether wisely or not, they have acted uniformly with a view to carrying out the very policies for which Mr. Taft is known to stand. It is therefore no surprise to the careful reader that immediately upon these reports there followed what seems to be an authoritative statement of the situation from the President's point of view. This, in substance, may be stated as follows: Under the Constitution the President has the power of making appointments to some Federal positions, as, for example, postmasterships. It is necessary, of course, for the President to take counsel on such appointments, and it has been customary for him to call in Congressmen who are likely to know local traditions and to receive their suggestions and advice. It is not, however, incumbent upon the President to do so, and it can hardly be expected that he would call for such advice from men who are evidently out of sympathy with his plans and purposes. It is thus that the President states his position. No reasonable person, we conceive, can for a moment take exception to this view.

PRESIDENT TAFT ON THE INTER-STATE COMMERCE LAW

In accordance with his statement in the annual Message, President Taft last week submitted to Congress a special Message in which he suggests the amendment of the Inter-State Commerce Law and the supplementing of the Sherman Anti-Trust Law. The recommendations on both subjects are radical and important, and are upheld in each case by a well-reasoned exposition of facts and principles. With the expansion of commerce and the increase of its functions, the work and methods of the Inter-State Commerce Commission have become unwieldy, and especially the Commission has found it hard and slow work to carry out its decrees and intentions through the courts. Mr. Taft proposes to establish a "United States Court of Commerce." Before this court would come all cases relating to the enforcement, suspension, or setting aside of the orders and decrees of the Commission (except as regards criminal punishment and the fixing and collection of forfeitures and penalties), and all such proceedings would be brought, not by or against the Commission in name, but by or against the United States represented by the Department of Justice. At present litigation of this kind may be brought in any district of the United States; a railway, for instance, in resisting the orders of the Commission, may

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practically select its own place of trial, and thus it becomes almost physically impossible for the Commission to fight injunction proceedings in very possibly twenty different courts at once. Moreover, instead of reasonable uniformity of decision, we have conflicting decisions and uncertainty of results. The argument for such a court as Mr. Taft would have is obvious and, we think, conclusive. It would involve the appointment of five additional Circuit Judges to take the place of five who should be assigned to sit on the bench of the Court of Commerce at Washington. Apart from this recommendation, Mr. Taft believes that the law should be changed so as to allow some pooling of rates between railways, but under the control and subject to the approval of the Commission; the Anti-Trust Law, he holds, should suffice to prevent any pooling in restraint of trade, and the Inter-State Commerce Law and the control of railways by the Commission should prevent secrecy and unfairness. Change is needed also, the President holds, in the investigation by the Commission of increases in railway rates; at present nothing can be done until the increase has become effective; he recommends that the Commission be empowered, as soon as a proposed increase of rates is filed, to begin inquiry into the reasonableness of such change (and this on its own motion as well as after complaint from outside), that it have power to postpone the date when the rate is to take effect, and, finally, that it may positively forbid the increase if it seems unreasonable, or fix a maximum beyond which the rate may not go. A concession to the shipper of freight is the proposal to give him, more freely than he may now have under the law, his choice of route over which the shipment should pass to its destination. Finally, the President deals with the very important subject of the ownership of the stock of one railway company by another and competing line. He would forbid it, but without such retroactive provisions as would injure the corporations which have already purchased stock of competing roads under the express legislative permission of the States, and he would couple with the prohibition, in order to protect minority stockholders, permission to a corporation which already owns half or more of the stock of another company to acquire the remaining stock. The over-issue in future of stocks and bonds of inter-State carriers would be guarded against by insisting that the par value of stock and bonds should be actually paid by the purchaser to the company when they are issued. Several minor changes are outlined also, but in the main the provisions indicated above are those which in Mr. Taft's opinion would make the Inter-State Commerce Act less cumbrous and more effective. Under the law, amended as he proposes, the Commission's relations to the courts would be vastly improved and systematized, and it could, in the interest of the consumer but with fairness to the railways, secure reasonable and relatively uniform rates.

FEDERAL CHARTERS FOR INTER-STATE CORPORATIONS

The chief recommendation made by the President as regards the Anti-Trust Act, or Sherman Law, is that Congress should pass a new law allowing, though not requiring, the incorporation under Federal law of all corporations engaged in trade and commerce with foreign nations and between States. Great concentration of capital in important industries is not necessarily evil or unfair. The Sherman Law forbids such combination only when it is in restraint of trade, and the Supreme Court has declined to read into the statute the word "unreasonable" before "restraint of trade." Yet it is certain that the restraint of trade intended is not merely incidental or indirect restraint, for that is inevitable in every form of competition. To put prices low and attract custom by fair business methods is not against the law, but only to drive competitors out of business by compulsory methods and to frighten away customers or unfairly control prices throughout the trade. Under the law it is now the duty of the Executive, through the Department of Justice, to institute investigations into the business of industrial companies when there is reason to suppose that practices contrary to the Anti-Trust Law are in existence. The task is enormous, and to carry it on universally, together with the ensuing prosecution, "affects the comfort

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not only of stockholders, but of millions of wage-earners, employees, and of associated tradesmen," and may thus "disturb the confidence of the business community, dry up the now flowing sources of capital from its places of hoarding, and produce a halt in our present prosperity." If Federal charters are established, the companies asking for such charters will be obliged to present voluntarily the information desired as to their methods, while those which decline to ask for charters will subject themselves to suspicion and thorough investigation. This method would not at all affect the carrying out of the purposes of the present Anti-Trust Law. Mr. Taft asserts that we must continue to "insist that the suppression of competition, the controlling of prices, and the monopoly or the attempt to monopolize in inter-State commerce and business, are not only unlawful, but contrary to the public good, and that they must be restrained and punished until ended." The companies which would take out Federal charters would be under Federal control as regards their issues of stocks and bonds, much as railways would be under the proposed amendment of the Inter-State Commerce Law. In general, the proposal of Federal incorporation would not in any way repeal the Sherman Law, nor permit the doing of the wrongs against which that law is aimed. Mr. Taft recognizes three classes of objectors to Federal incorporation—those who think that trusts should be broken up entirely; those who think the plan unconstitutional, or, if valid, that it involves too great centralization; and those who think that the voluntary incorporation proposed would not be effective and hence would substitute compulsory licenses. He answers the first objectors by arguing that legitimate combination under control is necessary to our economic development; the second, by asserting the breadth of the power given Congress by the Constitution to regulate inter-State and foreign commerce, and by showing also that undoubtedly only the largest corporations would avail themselves of Federal charters, and that thus there would be no danger of enlarging the Federal power too much at the expense of the State; and the third, by showing that the recent decrees of injunction under the Anti-Trust Law are so thorough and sweeping that the great offending corporations must perforce resolve themselves into their component parts at great loss, or must secretly and criminally violate the law, or, finally, must consent to work under a Federal charter if offered. The whole Message, in purport and argument, is a far-reaching and, as we believe, thoroughly sound and statesmanlike public document.

FEDERAL CONTROL OF WATER POWER

Sixty-six million horsepower is a conservative estimate of the ultimate development of water power in this country. The present development amounts to less than six millions. For some time there has been agitation for action by the Federal Government looking to the control of the use of water power where its utilization requires the use of lands that are still a part of the public domain. But many object to Federal control. The present agitation for it is, they say, but an outgrowth of the policy of the Forestry Service under Mr. Pinchot. Perhaps the most noteworthy attack upon that service was made not long ago in Congress by Mr. Mondell, Chairman of the Public Lands Committee, a legislator of much knowledge and experience as regards this particular subject. He charges that the Forestry Bureau has shifted its position from its first assumption of a local right to impose charges for the use of water taken from non-navigable streams in forest reserves, to its present position of full authority to control the conditions under which such water shall be utilized. In other words, instead of levying charges for the use of water, it levies a charge for the conservation of water, a difference, according to Mr. Mondell, "between tweedledum and tweedledee." But Mr. Mondell's complaint by no means ends with Mr. Pinchot. The recommendations of the present Secretary of the Interior, Judge Ballinger, are also attacked. Thus the Ballinger-Pinchot controversy may, for the moment, be set aside in a consideration of their common foe. If Mr. Pinchot's action is extraordinary, Judge Ballinger's, declares Mr. Mondell, is revolutionary. Indeed, it is "the most startling proposition relating to Federal control of public affairs, through the ownership

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of public lands, ever presented to Congress." The Secretary's proposition is nothing less than that the Federal Government shall retain title to all lands useful in the development of water power. To this end easements (or rights to use the public lands for limited periods) would be granted on condition that the citizen surrender to the Federal Government the right which the State has granted to him. Before the easement is granted there would be a transfer to the United States of the necessary water rights, or they would be made appurtenant to the land, to permit of the estimated power-development being made. But such a transfer, says Mr. Mondell, is evidently made on the theory that the man who has acquired from the State certain rights to the use of water can transfer to the United States not only those rights but also a portion of the State's sovereignty. Mr. Mondell opposes Mr. Pinchot's and Mr. Ballinger's propositions alike, first on the ground that the matter in hand is outside the authority of the Federal Government, and, second, because of injustice to the States. Mr. Mondell actually thinks that "the State Governments are vastly better able to handle the matter in the interest of all concerned than the National Government . . . by reason of their complete control over the use of water within their borders, and their exclusive jurisdiction over their own domestic corporations." Whatever may be thought of Mr. Mondell's first objection, he stands on slippery ground with the second. Even he admits that some States have neither limited the duration of the right to use water or provided for the complete control of that use. This is but too true. The movement toward Federal control has as its cause, not only Mr. Pinchot's propaganda, but also the water power user's independent conviction that the time has come to end inadequate and conflicting legislation by the States. Mr. Mondell's voice invoking State rights is therefore a voice from the tomb.

A GENUINE ARBITRAL TRIBUNAL

In his recent speech before the Pennsylvania Society in New York City, Mr. Knox, Secretary of State, made a plea for the establishment of a genuinely judicial tribunal for the adjudication of differences among the Powers. In 1907 Senator Root, then Secretary of State, laid as a chief duty upon the American delegation to the second Hague Peace Conference the proposal of such a tribunal. At present the so-called permanent Court of Arbitration of The Hague is, properly speaking, neither permanent nor a court. It was established by the first Hague Conference as a Court of Arbitration for purely voluntary resort. It is nothing but a panel or list of judges designated by the signatory Powers for a term of six years. Each Power designates not more than four judges. From this numerous body a special bench is selected for the trial of each case. Thus for each case the court proper is newly and separately constituted. What we need is, of course, a court presided over, not merely by special and temporary arbiters, but by permanent judges. Such was Mr. Root's proposition. It gained wide support. While the full Conference could not agree upon a method of appointing the judges, it did agree upon the organization, jurisdiction, and procedure of the new court, and recommended that it be established on the basis of the already approved project as soon as any number of the Powers should agree on a particular method of appointing the judges. The Conference, however, did authorize the plan first proposed by Germany and England, and heartily approved by this country, for an international Prize Court to take charge of cases concerning vessels captured in war. So admirable and far-reaching are the bases on which this court rests that it was then regarded as a possible forerunner of a permanent judicial tribunal to which any difference may be referred. In the speech above mentioned Secretary Knox concluded that, as the Hague Conference had established an international Prize Court, that Court might well be invested with the jurisdiction and functions of a court of arbitral justice, and that the United States, as the originator of this project, might look forward to its expansion so as to adjudicate cases arising in peace as well as controversies incident to war. In pursuance of this, Mr. Knox has sent out circular notes to the governments signatory to the

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latest Hague Convention. Most of them, it is to be hoped, are sincere in their advocacy of the principle enunciated by the American delegation at The Hague. If so, they will doubtless recognize that it is easier to utilize an existing body than to create a new institution, that a permanent tribunal would obviate the delay involved in the creation of the present temporary tribunal, that the Prize Court judges, necessarily versed in international law, can well be intrusted with any question susceptible of arbitration, and that the body of international law would gain a list of carefully considered precedents by carefully chosen judges acting under a sense of judicial responsibility. Thus, as Secretaries Root and Knox conclude, arbitration would be something more than the most efficient and the most equitable method of settling disputes which diplomacy has failed to adjust; arbitration would be judicial in fact as well as in theory.

THE DECLARATIONS OF A STATESMAN

The two Messages of Governor Hughes, transmitted together last week to the Legislature of New York, are State papers of National significance and scope. His special Message on the Income Tax Amendment we comment upon elsewhere in this issue. That portion of his annual Message which treats of Mr. and Mrs. Harriman's noble gift of land and money for a State Park, concerning which we also make further comment in another place, is a matter that affects many others than citizens or residents of New York State. As for the rest of the Message, it is of almost as much importance to the people of other States as it is to the people of New York, for it deals with subjects which, though subject to State legislation, transcend State boundaries. Unquestionably first in popular interest is what Governor Hughes has to say regarding methods of nominating men for public office. Of course he renews his recommendation for a law establishing Direct Nominations. As he says, "the ordinary party member, who cannot make politics a vocation, feels that he is practically helpless, a victim of a system of indirect, complicated, and pseudo-representative activities," and he points out that many of the evils in public life to-day may be traced to the traditional irresponsible method of naming party candidates. He therefore again states his plan, embodied in the Hinman-Green Bill of last year, to enable the voters to name not only party candidates but also the members of party committees. Surely it is time that the stock argument for the retention of the delegate system on the ground that it embodies the principle of representative government should cease to have any force in retaining a system of misrepresentation. Equally cogent are Governor Hughes's words in behalf of the Short Ballot and the concentration of responsibility upon the Governor. As The Outlook has repeatedly pointed out, a multiplicity of elective offices makes virtually impossible a wise choice on the part of the voters and prevents them from holding public officials responsible. Moreover, a complicated ballot invites political trickery. Governor Hughes strongly advocates a reduction in the number of elective offices; but adds that, without waiting for the long process involved in such reduction, which to be adequate would require a Constitutional amendment, the voters can secure a great advance by the authorization of a simplified ballot. He urges also a more stringent Corrupt Practices Act and a method for enlightening the voters as to the purport of proposed Constitutional amendments on which they are required to vote. He calls attention to the need of giving cities larger liberty in the formulation of their own organic laws. Another subject of National interest on which Governor Hughes makes recommendations is that of the conservation of natural resources. The State as well as the Nation has duties in preserving forests, water, and mineral deposits, and in properly developing them. He lays down certain principles which should govern conservation measures. These principles are founded on the basic fact that such resources belong ultimately to the whole people. Other topics of which he treats, such as the regulation of automobiles, employers' liability, gambling at the race-tracks and on the stock exchanges, the elimination of the law's delays, and the further control of public utilities, are of interest to people irrespective of State

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lines. Such documents as these ought to be widely distributed so that they may be read more carefully than they will be as they are reported in the newspapers; for, though they are addressed primarily to the Legislature, they are equally valuable to an intelligent electorate.

MAYOR GAYNOR BEGINS

When a newly elected official first undertakes his duties, the earliest evidence he gives concerning the character of his administration is in his selection of the men who are to be his subordinates in the administration. Judged according to this evidence, the new Mayor of New York is beginning his term of office with the promise of efficiency and broad public service. It is safe to say that the chief executive of no other city in the world bears so heavy a responsibility as does he. In the first place, his jurisdiction is over a population much larger than that of the entire kingdom of Denmark and four-fifths as large as the population of the Dominion of Canada. Moreover, no such population of this size, compressed as it is into a single city, is so heterogeneous in character. Although London is larger, it is far more homogeneous than New York, and it is not governed by any such system as that which concentrates great duties and burdens upon the man who is Mayor of New York. Before his election Mayor Gaynor magnified the office for which he was aspiring by his words, and he has now more convincingly magnified his office by the nature of his first appointments. For Corporation Counsel, the official who is not only legal adviser and attorney for the city, but also administrative head of its Law Department, which performs a multitude of functions, Mayor Gaynor has appointed Mr. Archibald R. Watson. Although not one of those comparatively few lawyers whose eminence in the profession is recognized not only by other lawyers but by the public at large, Mr. Watson is a lawyer whose legal standing is high, who has edited a well-known law journal, the "Bench and Bar," and who has made a special study of municipal law. For Commissioner of Docks Mayor Gaynor has appointed one of the most active of New York's public-spirited citizens, Mr. Calvin Tomkins. For years Mr. Tomkins has been a student of transportation problems, particularly those of the city of New York. He has been prominently known as an advocate of the principle of municipal ownership. Inasmuch as in no department has the city of New York more extensively committed itself to this principle than in the Department of Docks and Ferries, Mr. Tomkins will have an opportunity of applying his wide business experience to the task of showing that this policy in which he so earnestly believes is financially justifiable. For Commissioner of Water Supply, Gas, and Electricity the Mayor has appointed Mr. Henry S. Thompson, a well-known builder, who served as Superintendent of Buildings in Mr. Low's administration. For Deputy Commissioner of this department the Mayor has selected an expert of the highest standing, Mr. Edward W. Bemis, formerly Professor of Economics, successively, in Vanderbilt University, Chicago University, and Kansas State Agricultural College, and latterly, under Mayor Johnson, the highly efficient Superintendent of Water Works of Cleveland, Ohio. Mr. Bemis, like Mr. Tomkins, is a strong believer in the policy of municipal ownership. For City Chamberlain, the official who is custodian of the city's cash, Mayor Gaynor has appointed his former law partner, Mr. Charles H. Hyde, who will doubtless be one of the Mayor's closest advisers. For the administration of the charities of the City and of the Fire Department Mayor Gaynor has appointed, respectively, Mr. Michael J. Drummond and Mr. Rhinelander Waldo, both members of the Tammany organization, but neither of them men of what is popularly known as the Tammany type. For Commissioner of Bridges the Mayor has chosen a man who has long been an engineer in the Department, Mr. Kingsley Martin. As Civil Service Commissioners Mayor Gaynor has chosen men of special fitness. Mr. John C. McGuire, the new Chairman, was an effective opponent of the old McLaughlin ring in Brooklyn, was a supporter of Mr. Low when he was the Republican candidate for Mayor of Brooklyn while it was still an independent municipality, and was a friend of President Cleveland, and appointed by him

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Surveyor of the Port of New York. The other two Commissioners are Mr. Richard Welling, who was Chairman of the Conference which drew up the Civil Service section of the New York State Constitution of 1894, and Mr. Alexander Keogh, formerly an Assistant District Attorney of the county of New York. The men that Mayor Gaynor has selected may be divided into two classes: first, those whose record virtually is an assurance of future success; and, second, those who have yet to prove themselves efficient but can reasonably be expected to do so. By these appointments Mayor Gaynor has done as much as even his opponents could ask to make it clear that in his administration the interests of the city will be well guarded.

RAILWAY ACCIDENTS

During the past week there have been several bad railway accidents, with destruction of life. But the most discussed disaster was the one in which but one life was lost—that of Mr. Spencer Trask, whose untimely death we recorded last week. The accident occurred on the New York Central road at Croton, New York, thirty-four miles from the metropolis. A freight train ran into the rear of an express standing on the tracks. The rear sleeper was telescoped, and Mr. Trask, who had a drawing-room in the end of the sleeper, was killed. Many will remember that not long ago Mr. Samuel Spencer, President of the Southern Railway, was killed in a precisely similar manner, while sleeping in his private car, the rear car on a Southern Railway train. As yet the New York Central officers are unable to explain the accident. The track at Croton is practically straight. The way was clear. It is claimed that the line was "completely signaled." But even so, experience has shown the incompleteness of the block system, and that, when a railway train stops at an unusual point, the lives of the passengers occupying the rear car are often protected only by the brakeman's flagging a following train. It is not yet certain how much responsibility was upon the New York Central brakeman, but it is evident that he did not do his duty, or that the block system of automatic signals did not work as it should, or that the engineer of the freight was at fault. In any event, the collision seems criminal. Hitherto the New York Central and other roads have been mulcted in heavy damages for such accidents. But this accident ought to send some one to jail. We say "ought;" we do not expect that some one will go to jail. As usual, the coroner's investigation and the railway company's investigation cannot be other than partial and inadequate. Even if they were adequate, the public would not know all the facts. We hope that they will be revealed by the Public Service Commission of New York State, and will show whether the responsibility rests with employees whom the railway cannot always properly discipline, or, as is frequent in such disasters, with the block system and the operating rules. Recent accidents have shown the inadequacy of the block system. Sooner or later a system must be developed and adopted as thoroughly automatic and efficient as is the one now in successful use in the New York City subways. The many accidents of the week on inter-State railways call attention to the need of enacting the Esch Bill, which has passed the House of Representatives and is now before the Senate. The bill provides that the Inter-State Commerce Commission may investigate all railway accidents. The bill should become law at once.

THE HOUSE OF LORDS

Lord Curzon, who is one of the most effective debaters in the field, stung, perhaps, by the frequent declaration that the Lords are intellectual nobodies and by Mr. Churchill's specific challenge to any one "to justify and defend the character and composition of that assembly," has recently made an analysis of the composition of the upper house and a defense of the hereditary principle, with illustrations of its prevalence in professional and commercial life, emphasizing especially the many examples of hereditary genius in statesmanship in such families as those of Grenville, Cecil, Stanley, Cavendish, Gladstone, Pitt, Fox, and Churchill. In the last two hundred years, he told his hearers, 41 Prime Ministers

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have been peers, and 17 commoners; the upper house has furnished 56 Foreign Ministers, and the lower 8; 46 Colonial Ministers have been peers, and 25 commoners; 29 peers have been War Ministers, and 31 commoners; of the First Lords of the Admiralty, 48 have been peers, and 28 commoners. Lord Curzon also called attention to the fact that in the present House of Lords there are 170 members, formerly commoners, who were transferred to the upper house because of their distinguished services or on the death of their fathers. The Liberal governments have been much more prodigal in creating peers than the Conservative governments. Since 1830 the Liberals have made 255 peers, while the Conservatives have made 181; and Lord Curzon commented upon the fact that the present Liberal Government in four years has "added thirty-five members to the body which it is about to destroy." These statements, taken in connection with the chapter on the democracy of the House of Lords in Mr. Price Collier's "England and the English," will correct some erroneous impressions.

AN ENGLISH LAWYER'S VIEW

The political debate in England is being carried on by a number of very able men on both sides; and, although there is no speaker of the commanding oratorical power of Mr. Gladstone in the field, there are intelligent and forceful men who are equal to dealing with the constitutional questions at stake with intelligence. Lord Lindley, who for a generation has held some of the highest judicial offices, in a recent letter to the London "Times," presents the view of a constitutional lawyer of the powers of the House of Lords in connection with financial bills. Taking the ground that the rejection of the Budget by the House of Lords was a departure from the usual practice, on the one hand, and that, on the other hand, the bill contained innovations of policy so radical as to make it unlike any other finance bill, he declares that the issue must be decided, not by precedent, but by principle, and he lays down certain propositions which he holds to be fundamental: No tax can be imposed except by act passed by both houses of Parliament and assented to by the Crown; the House of Commons is to determine what supplies are needed for the State and how such supplies are to be raised—that is to say, the House of Commons prepares the Budget; the Budget may be comprised in several bills or in one bill; the House of Lords has nothing to do with the preparation of the Budget, and has no right to amend a Budget bill, whether it provides for one tax or for many; every Budget bill requires the assent of the Crown and of the House of Lords; if this assent is refused by either the Crown or the House of Lords, the Budget bill cannot become law. Lord Lindley sums up the matter by the declaration that the Lords have nothing to do with the preparation of the finance bill, nor can they amend it, but they can refuse to assent to it, and this power is not simply the result of the inability of courts of law to control the House, but the necessary result of the Petition of Right and Bill of Rights, which not only protect the nation from the tyranny of the Crown, but also from the tyranny of either house of Parliament. Lord Lindley declares that the right of the Lords to reject a finance bill is distinctly stated in Blackstone's "Commentaries" and other law treatises of authority, and was never contested until recently. No usage of Parliament, he says, can be shown which is inconsistent with the right of the House of Lords to refuse assent to a finance bill which that House is convinced ought not to become law. And he sums up the whole matter by the declaration that the contention that the Crown or the House of Lords cannot constitutionally refuse its assent to a finance bill passed by the House of Commons is to maintain that the House of Commons alone has the right, not only to frame and pass a finance bill, but to make it law, and this he holds is not the case.

REFORMING FOOTBALL

That something will be done to modify the game of football in American colleges seems assured. The Intercollegiate Athletic Association, which met in New York during December, passed the following resolution:

That the Football Rules Committee of this Association be instructed to use every

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possible endeavor to bring about such a modification of the rules as shall, in its judgment, tend to reduce to a minimum the dangers of physical injuries to players and at the same time retain, so far as possible, the desirable, wholesome features of the game.

At the same meeting at which this resolution was passed there were presented from various colleges a number of suggestions for changes in the rules. Of these the most systematic and comprehensive were the eight submitted by the United States Military Academy at West Point, at which a cadet was killed in a football game last autumn. The peculiar condition to which the game has now come is a result of a former revision of the rules which has proved not to be radical enough. The practice which grew up some twenty years ago of massing the players together around the man who held the ball and driving them like a catapult at a particular point in the opposing line of men resulted in providing an opportunity, if not an incentive, for rough and unsportsmanlike play on the one hand, and, on the other hand, in increasing the number of serious injuries. In 1905, therefore, the rules were changed to make the game more open; at the same time little was done to prohibit the use of the mass play. As a result clean playing was encouraged, but the dangers of the game were, if anything, increased. The defending line could not be formed purely with the purpose of meeting a mass play, for an open play might be possible at any time. Consequently the very revision of the rules which improved the game in one respect made it more difficult for players to be protected against its more dangerous features. It has therefore come to be clearly seen that what is needed is not merely an encouragement of open play, but the positive elimination of excessive mass-playing. The colleges which form the Intercollegiate Athletic Association have faced this situation with great good sense. Expressions of opinion were asked of the authorities in these colleges. It is noteworthy that in spite of the energetic and in some respects passionate agitation carried on in some quarters for the abolition of the game, of the ninety colleges whose faculties expressed an opinion only one committed itself to the policy of unqualified abolition, and one was so uncertain as to record a tie vote in its faculty. Of the eighty-eight others, on the other hand, it is gratifying to note that only five committed themselves to the opinion that the present rules were satisfactory, and even these conceded that some minor changes might be necessary. All the rest favored the elimination of dangerous plays. Of these, seventeen believed that it was best to adopt outright one of the two forms in which the game is played in England—that is, either Rugby football or Association football, called in English university slang, respectively, Rugger and Soccer; the great majority—fifty-nine of them—believed, however, that it was best to attempt a radical revision of the American game. The suggestions for such radical revision were of different kinds. Some of these were in general terms, others were evidently merely for the amelioration rather than the reform of the game, but those that received attention were concerned with material changes. The principal definite suggestions were those, as we have said, which were offered by West Point. These were all designed to eliminate mass play and such dangerous features as dragging and pulling, and to encourage more open play. These suggestions, with the opinions of the Executive Committee of the Association, are under the consideration of the committee charged with the revision of the rules. The Outlook hopes not only that the committee will succeed in ridding football of its excessive hazard, but also that in doing so it will not undo any of the former revision that made the game more clean and sportsmanlike.

WHO ARE THE FOOTBALL REFORMERS?

The organization which has undertaken the reform of football is of comparatively recent origin. Unfortunately, those institutions which are most proficient in the playing of the game have no credit for initiating this movement for making the game better. Four years ago in the game with New York University a student of Union College lost his life. As a consequence, the Chancellor of New York University suggested that the President of Harvard,

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the oldest of American universities, call a conference for the reform of the game. President Eliot thought it not expedient for him to call such a conference at that time. New York University, therefore, took the lead. The result was the formation of the Intercollegiate Athletic Association. Up to this time, for a number of years, the rules of the game of football in America were formulated by a committee unquestionably expert but self-constituted and not amenable to public opinion in the colleges. Efforts to have this committee change the rules of the game to make it more civilized were not promising; but when this new association came into being the situation was changed. Although none of the colleges which had representatives in the Football Rules Committee are in this association, their action was necessarily controlled by the action which the association took. So the Rules Committee which represented, in an irresponsible fashion, Yale, Princeton, Harvard, Pennsylvania, Cornell, Annapolis, and Chicago, and the Rules Committee chosen in a responsible fashion by the conference which had been called in New York, united, and by April, 1906, presented in final form the revision of the rules of the game which, with some small modification, has governed the game since then. Within the past year Harvard has joined the Association, and at other times Chicago and Pennsylvania have also joined, and it seems inevitable that Yale and Cornell must some time soon follow their example if they wish to have any influence in determining the future of football in this country. There is no doubt that during these past four years college and university authorities have changed their attitude toward undergraduate athletics. They are now evidently beginning to realize that it is neither wise nor fair to assume that undergraduates can bear the burden of creating alone and maintaining ethical standards in sport. If a better spirit in intercollegiate athletics than that which prevailed a few years ago exists to-day, it is due in no small degree to the part that college presidents and professors have taken in molding undergraduate sentiment and practice regarding all athletic matters.

D. O. MILLS

Few men of wealth in this country have been more widely and honorably known than Darius Ogden Mills, banker, financier, philanthropist, who died at his winter home in California last week at the age of eighty-four. Mr. Mills had long been a figure of continental importance and intimately allied with the interests of New York and San Francisco. His success began on the Pacific slope, but it was solidified and the fruit of it largely gathered on the Atlantic coast. He came of Scotch and North of England ancestry, and inherited moral and physical robustness, with great capacity for work. He was born not far from the city of New York, went to school at local academies, was driven into business by necessity, and at fifteen became a clerk in a store at small wages, and continued to serve in that capacity for six years; during this time, however, he was laying the foundations for future success by doing what very few young men have the far-sightedness to do: mastering general business principles and making himself an expert accountant. This is the royal road to success, but there are apparently few who take it; most young men are satisfied with doing the work of the day, and do not understand the enormous importance of doing the work of to-morrow also. At twenty-one, thoroughly equipped for the position, Mr. Mills became cashier of a bank in the western part of New York, and soon acquired a third interest in that institution. When the stories of the discoveries in California in 1847 came eastward, he was one of the first to recognize the great possibilities of the new country, and a year later he established a general store in Sacramento. It was characteristic of him that he left the speculative side alone, and used the great opportunities offered by the enormously rapid growth of the section for legitimate business purposes. At the end of his first year his profits are reported to have been forty thousand dollars. He returned to New York. Keenly aware of the great chances of fortune in his hand, he used his profits as capital for extensive enlargement of his business. Everything prospered under his hand. He established the Gold Bank of D. O. Mills & Co., in Sacramento, which is the oldest banking institution in

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California, and is still in a flourishing condition. He came to New York in 1880, built the Mills Building on Broad Street, and secured a handsome residence in the city. But he did not give up his interest in California, where he endowed a chair of Philosophy in the University, became a trustee of the Lick estate and of the observatory, and equipped and paid for an expedition sent out by the observatory. He was best known in New York by the three Mills Hotels, substantial, convenient, and attractive buildings where men can obtain rooms for twenty cents and meals for fifteen cents. These hotels are admirably managed, are said to have always returned a profit of not less than three per cent, and meet a great need by providing for men in hard luck clean, wholesome, and respectable housing. Mr. Mills disclaimed any idea of making these hotels a charity; and while the lodgers in them are not beneficiaries, they really constitute one of the greatest charities in the city of New York. Mr. Mills was identified, not only with a great number of financial interests, but also with many public institutions, like the Metropolitan Museum and the Museum of Natural History. He was President of the New York Botanical Garden and a trustee of the Carnegie Institution at Washington; a man of dignity, integrity, and simplicity of character.

THE DISMISSAL OF MR. PINCHOT

No one can read President Taft's letter to Mr. Pinchot, which ends with the statement that the President has directed the Secretary of Agriculture to remove Mr. Pinchot from his office as the Forester, without agreeing, however deeply the necessity of the action may be deplored, that the facts make this dismissal inevitable. Whether Mr. Pinchot's own sense of duty and conscience has made his course of action imperative to his own mind or not, no President could permit such positive refusal to obey orders without abandoning all pretense of official discipline and administrative order. Yet it must not be forgotten that, right or wrong, Mr. Pinchot has had no selfish personal motive, but has had in mind what he sincerely believes to be the public welfare. Moreover, whatever may be the result of the present unhappy dispute, Mr. Pinchot has been foremost in awakening the American people to their rights and duty in the enormously important matter of the conservation of forests and water power. The President's letter shows that when Mr. Pinchot's official superior, Secretary Wilson, asked his opinion as to the propriety of accepting the resignation of Mr. Pinchot's assistant, Mr. Price (who, with another assistant, Mr. Shaw, admittedly has instigated in newspapers and magazines the attacks on Secretary Ballinger), Mr. Pinchot made no reply, but, against the advice of Secretary Wilson, sent a letter to Senator Dolliver to be read in the Senate. It was so read. In the President's words, "it stated that you [Mr. Pinchot] had sufficiently disciplined Messrs. Price and Shaw by reprimanding them, and that you recommended that no further punishment was required, and this before that recommendation was submitted to the Secretary and me, whose power and duty it was to determine, upon Price's admissions as to his complicity, what action should be taken with respect to his resignation." The President holds that the plain intimation of the letter was not only that in his own decision as to the Glavis charges he reached a wrong conclusion, but also that if it had not been for the action of Glavis, Shaw, and Price, "the Administration, including the President and the officers of the Interior Department and Land Office, would have allowed certain fraudulent claims to be patented on coal lands in Alaska, although the matter had been specifically brought to the attention of the President by the Glavis charges." The President points out that these assumptions were made without any examination by Mr. Pinchot of the evidence which convinced the President that the Glavis charges were unfounded. No wonder, then, that Mr. Taft declares: "Your letter was in effect an improper appeal to Congress and the public to excuse in advance the guilt of your subordinates before I could act, and against my decision in the Glavis case before the whole evidence on which that was based could be considered." There are those who think that Mr. Pinchot deliberately planned to force upon the President the action just taken, and that he believes

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that his removal leaves him in a stronger position to present his side of the case before the Congressional Committee of Investigation than his resignation would have done. Others hold that he has simply pursued a consistent, if somewhat too independent and unsubmissive, view of his duty to the public, and that he carried this view to its logical end. In every way it becomes clearer and clearer that thorough Congressional investigation of the whole complicated matter is inevitable; and in this connection it is interesting to note that the House of Representatives, through an alliance of "insurgents," a few other Republicans, and nearly all the Democrats, voted last week, 149 to 146, to designate its six members of the Joint Committee by a vote of the House, instead of allowing Speaker Cannon to appoint them.

SHIP SUBSIDIES

The evidence and arguments for ship subsidies are ably presented by Judge Spring in an article elsewhere in this issue. The plea for subsidies comes with much more weight and influence from such a writer than from one directly interested in the financial profit of a subsidy. Judge Spring speaks sincerely for the general welfare, and he makes a strong case—so strong that if his statements of fact cannot be questioned and his reasoning cannot be refuted, the opponents of the subsidy method of promoting the prosperity of all might as well give up the contest. We do not propose to give it up, for we believe that Judge Spring may be answered upon his own ground.

Judge Spring says that American deep-sea shipping has fallen into decay; that forty years ago the American flag on the American-built clipper ship was seen in every port in the world, while to-day it is scarcely seen at all; that the ocean-going foreign commerce of the world is carried in British, German, and French ships, while our ocean-going freighters are so few in number as to be practically negligible. Admitted. There is no debate about the condition of American trans-oceanic shipping. The question under discussion is this: Is this condition an alarming one, and, if so, do ship subsidies constitute a wise and effective remedy? We say No to each clause of the question.

The condition is alarming perhaps to American pride, but that is all; there is nothing alarming about it as a symptom of commercial degeneracy. Merchants ship their goods by those carriers that give the cheapest rates and the most efficient service. Forty years ago the American wooden clipper sailing ship was the best built, the fastest, and the surest cargo carrier in the world. It naturally was eagerly employed by merchants of all nations. Then came the era of iron steamships, in building which the British excelled and still excel. The merchants then naturally turned to them. Moreover, during the last forty years American capital has been completely absorbed in the marvelous development of our great Western territory. Railways, mines, agriculture, and manufactures have yielded far greater profits than foreign commerce. When American capital finds foreign commerce profitable, it will enter it, and it will demand and employ American ships that render efficient and remunerative service.

"Our people," says Judge Spring, "are paying annually for the carriage of foreign traffic and passengers $200,000,000, all of which goes to benefit the ship-owner across the sea." American merchants and financiers are certainly not stupid. Would they continue to spend the vast sum of two hundred millions of dollars every year for the benefit of foreign ship-owners unless they believed that in this way, better than in any other, they could obtain a substantial benefit themselves? We think not. And we are sure that they will continue to ship goods in this way by foreign carriers until they are convinced that they can gain a larger profit by using American ships. The condition of American shipping, where it is not affected by restrictive legislation, such as denying American registry to American-owned ships of foreign construction, is economic, not political; it is to be modified by obeying economic laws, not by enacting special legislation for the benefit of a special class of citizens.

We now turn to the practical objections to ship subsidies, and assert that subsidies will not accomplish the results hoped for by Judge Spring.

Great Britain maintains not only the

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greatest navy but the greatest merchant marine in the world. Judge Spring believes this merchant marine is subsidized. We take issue with him. It is true that the Cunard Company has received an indirect subsidy for special naval purposes, but the vast fleet of merchant ships, steam and sail, that are owned and managed by British capital and sail from British ports, is not subsidized. Hundreds of these vessels do not even receive postal contracts. The late Sir Alfred Jones, whose death and career were recently noticed in these pages, was only one of many successful and self-sustaining, unsubsidized British ship-owners. Germany, with no coast-line and no harbors worth mentioning in comparison with Great Britain and the United States, has without subsidy (except a small one paid only for two years, on a minor branch of the line's service) built up one of the largest and most successful steamship lines in the world, the Hamburg-American, by the application of the commercial principle of providing the best possible service and the legislative principle of providing free ships. France, which in proportion to tonnage pays a heavier subsidy than any other country, has a less effective and less profitable shipping business than either Great Britain or Germany, although in coast-line and harbors she far surpasses Germany. Subsidies have not proved to be effective agents either in this or foreign countries in creating permanently profitable ships of commerce.

The greatest objection to the subsidy method of fostering American shipping is that it will add to the classes enjoying special privileges at a time when the country is making strenuous efforts to curtail special privilege. The recent attempt of Congress to reform the protective system, to some extent unsuccessful, and not a little disappointing to the President as leader of the revision movement, revealed the struggles which all recipients of bounties and subsidies make when their privileges are threatened. Judge Spring correctly says that to establish ship subsidies is simply to raise our protective tariff to what he believes is its proper level. Does the country want the protective tariff raised or lowered? If we do not mistake public sentiment, it wants a lower tariff. But, having given the ship-builder the high protection of practically forbidding the American citizen to buy a foreign-built ship, it is now proposed still further to raise that tariff by granting the ship-builder a cash subsidy out of the general tax fund. This may be temporarily good for the ship-builder, but we submit that experience and reason show that it is not good for the general welfare of the country.

If Congress will give the country free ships, and if our merchants want foreign commerce enough to consider seriously, as the Germans do, the desires and demands of their foreign customers, American shipping will revive of itself. Judge Spring says that even with free ships the differential in wages and food between American and foreign standards must be covered by a subsidy. But forty years ago, when the American clipper ship was champion of the seas, the American sailor was paid and fed better than any other. The differential was amply covered by better work from the men and better service to the shipper. This is in accordance with a principle generally recognized and acted upon by the railway manager, the manufacturer, and the merchant.

It appears to us that the inevitable conclusion is that a ship subsidy is both a political evil and an economic fallacy.

GOVERNOR HUGHES AND THE INCOME TAX

Although an officer of State government, Governor Hughes is an influential figure in National affairs. Moreover, he is recognized throughout the country as a constitutional lawyer and publicist of the first class. What he says on the question of a Federal income tax ought to have, and will have, wide and respectful hearing. In a clear and able special message to the Legislature of the State of New York he has advised that body to decline to ratify the proposed amendment to the Constitution enabling Congress, if it should choose to do so, to impose a general tax on [illegible] "from whatever source deri

A brief review of the proposed Constitutional a clear the way for a better [illegible] of Governor Hughes's argur

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In 1894 Congress passed a general income tax act, and the Federal Government proceeded to collect the taxes. In a test case early in 1895 the Supreme Court, by a divided vote, pronounced the tax unconstitutional. Article I of the Constitution declares that *direct taxes* must be apportioned according to population; the act made no such apportionment; and the Court defined the income from real and personal property to be a direct tax. Last summer, when Congress was seeking measures to increase Federal revenues, a general income tax was again seriously proposed. The President, however, pointed out, what is of course undoubtedly true, that a general income tax law would run counter to the decision of the Supreme Court in 1895 or compel it to reverse its position. He proposed the Corporation Tax Law for emergency revenue purposes, and an amendment to the Constitution permitting Congress to lay a direct income tax without apportionment among the several States. This amendment is now being submitted to the Legislatures of the several States for ratification.

There is still another prohibition as to Federal taxation not found explicitly expressed in the Constitution, but defined in the decisions of the Supreme Court as a fundamental principle of the Constitution. This is that no governmental function of a State, or of a municipality which is a part of the State, shall be impeded by Federal taxation. Under this prohibition State and municipal bonds are now very properly exempt from Federal taxation. If such bonds were taxed, they would not only decrease but become unstable in value, fluctuating with every varying rate of taxation. Such taxation might be made a very effective method of interference with State governmental functions.

Governor Hughes objects to the proposed income tax amendment of the Federal Constitution in the following language:

> I am in favor of conferring upon the Federal Government the power to lay and collect a tax without apportionment among the States according to population. But this power should be held by the Federal Government so as properly to limit it to the means of meeting National

But the power to tax incomes should not be granted in such terms as to subject to Federal taxation the incomes derived from bonds issued by the State itself, or those issued by municipal governments organized under the State's authority. To place the borrowing capacity of the State and of its governmental agencies at the mercy of the Federal taxing power would be an impairment of the essential rights of the State, which, as its officers, we are bound to defend.

Governor Hughes intimates that he would approved an income tax amendment properly framed; he opposes the present amendment because he holds that the phrase "incomes from whatever source derived" would permit Congress to t State and municipal bonds.

The Outlook opposes a general tax, because it believes that the incomes derived from indus from property would thus it is not just or wise for to lay a direct tax on inc other means of raising a rev hausted. Nevertheless, Governo objections to the amendment do to us to be final.

The amendment is permis mandatory; Congress under i act a statute specifically exempti and municipal bonds. All that the have to do to protect themselves in respect is to elect Representatives a Senators who will see to it that the revenues of their respective States are not interfered with. If discretion to tax State bonds were left with the Executive, there might be some ground for Governor Hughes's fear of encroachment, for the Executive is the representative of the entire Nation and of no particular State. But the Congress is composed of delegates from the States, each of whom should be and may be expected to be a natural guardian of the rights of his State.

Again, if, indifferent to or ignorant of the welfare of the States, the delegates in Congress should attempt to tax State and municipal bonds, would not the Supreme Court construe such an act to be contrary to the spirit, if not the express terms, of the Constitution? That this would be the attitude of the Court is foreshadowed by many of its previous decisions. The gist of these decisions is, as

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Mr. Hugh Bayne recently stated in these pages in discussing the Corporation Tax Law, that neither Government (Federal or State) may tax those agencies or instrumentalities of the other which are essential to its preservation as a government.

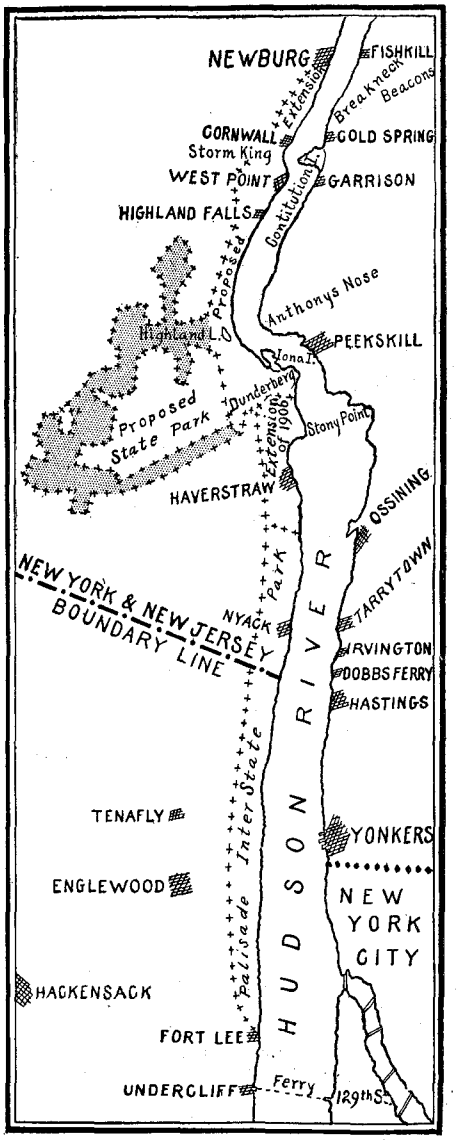
THE PARK IN THE HIGHLANDS

Rarely is a public official the bearer of such a message to the public as that which Governor Hughes laid last week before the people of the State. It was the announcement of one of the wisest and most generous of public bequests.

Just before Mr. E. H. Harriman, the railway financier, died, last fall, he expressed the wish that some ten thousand acres of the land he owned in the southern part of New York State not far from the Hudson River be devoted to the creation of a State Park, and that a million dollars of his fortune be used for the purchase of other land adjacent, so that the area of the Park might be extended. Mrs. Harriman, becoming partner in her husband's benefaction as she was sharer in his purpose, has, in a manner evincing fine judgment as well as generosity, already made it possible for the State to carry out the plan. The perfectly just condition on which this gift is made is that, in extending the Park, the State shall not condemn any of the land which she or her descendants reserve for residence.

Even if this land were all that is to comprise the future State Park, it would still be of extraordinary value; but it is not all. It is so situated and is given under such circumstances that its value is greatly enhanced. It is to be combined with two other projects to form a public reservation in many respects unsurpassed in the world.

The combination is made possible by a gift which Governor Hughes announced at the same time with that of Mrs. Harriman. This is the conditional gift of $1,625,000 from the following donors: John D. Rockefeller and J. Pierpont Morgan, a half million dollars each; Mrs. Russell Sage, William K. Vanderbilt, George F. Baker, James Stillman, John D. Archbold, William Rockefeller, Frank A. Munsey, Henry Phipps, E. T. Stotesbury, E. H. Gary, and George W. Perkins, fifty thousand dollars each; Helen Miller Gould, twenty-five thousand dollars; Ellen F. James and Arthur Curtiss James, jointly, twenty-five thousand dollars; and V. Everit Macy, twenty-five thousand dollars. The conditions under which these subscriptions were made are not onerous, namely, that this Park be put under the jurisdiction of the already existing and efficient Palisade Park Commission; that the State of New York appropriate two and a half million



THE PARK IN THE HIGHLANDS OF THE HUDSON
The shaded portions indicate roughly the Harriman gift

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dollars for the Park (which the Governor says can easily and ought to be done by a sale of bonds); that the State transfer to another site the State Prison which it had planned to place near Highland Lake, which is within the boundaries of the proposed Park; that the State of New Jersey, in which part of the Park is located, appropriate a sum of money for its share of the cost. The remaining condition, that a million and a half dollars be subscribed, has already been more than fulfilled.

By the use of this money the land given by Mrs. Harriman can be connected with two existing public reservations. To the south along the river extends the Palisades Park, established by the joint action of the States of New Jersey and New York. To the north, stretching along the river from Stony Point to Cornwall and westward for some distance, extends the Highlands of the Hudson Forest Reserve. By looking at the map on the preceding page the reader can see how these two are now united.

The story of this Park shows how great public service can be rendered inconspicuously by citizens without public office or political prominence. About fifteen years ago a number of people undertook to preserve those craggy heights extending for several miles northward from a point opposite the northern portion of New York City and known as the Palisades. The result exceeded all expectations, and is seen to-day in the Palisade Inter-State Park. A few years later the need of preserving the wild scenery of the Highlands north of the Palisades was agitated by a few people. In a speech before the Scenic and Historic Preservation Society, Mr. H. K. Bush-Brown urged the formation of a National Park in the Highlands to commemorate the events of the War of Independence that occurred there. Starting with this idea, Dr. Edward L. Partridge undertook, without any organization behind him, to secure some action. He first made public the plan through an article which he wrote for The Outlook, and which was published in November, 1907. As circumstances changed, he deftly changed his plans to suit them, until, almost wholly because of his efforts, the State of New York created in this region a forest reserve. Thus, at least on the west bank, the scenery was guarded by the State Government.

Now, under the skillful management of Mr. George W. Perkins, the product of two movements has been united with that of the action taken by Mr. and Mrs. Harriman, and a great domain, beyond the limits of any one of the three plans, is in a fair way to be made perpetually a recreation ground for all who will use it.

The wisdom of placing this matter in the control of the Palisades Park Commission is evident. Its success in establishing the existing Park without compensation and at a cost for personal expenses of less than five hundred dollars is evidence of its efficiency and public spirit The east bank of the river ought now to be made a part of this Park. As will happen under this plan, those who throng the Park on the west side will look across on shores still subject to the depredations of lumbermen and quarries; while the depredators can enjoy the view of the guarded shores. The State ought to help save both sides of the river. It is of National interest that the most beautiful river in the United States, one of the most beautiful in the world, should be saved. We cannot believe that the Legislatures of New York and New Jersey will for an instant hesitate to take the action necessary for making this great plan a reality.

THE SPECTATOR

The Spectator was never more impressed with the tenacity with which a people will cling to tradition and the tenets of religion than he was upon his visit to Debreczen, Hungary. Perhaps there are others who know no more about this important city of the Magyar kingdom than did the Spectator when he descended from the Vienna express at Budapest. Two or three days after entering the gay, Europeanized capital of Hungary he chanced upon a booklet in Magyarized English describing some of the interesting places of the land. Therein he found pen pictures of Magyar horsemen riding over the great plains of the kingdom and lassoing horses after the manner of the cowboys of America. It told of the *fata morgana*, the wonderful mirage which was

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sometimes to be seen on the lowlands. The traveler should go to Debreczen, the market of the *alföld* (lowlands), said the booklet, if he would see these things and obtain a glimpse of true Magyar life, the life of the descendants of the original Magyar nomads. The Spectator decided that he would see Debreczen, the plains, and the people.

Early one morning shortly after the discovery of the pamphlet, having escaped at the railway station from the clutches of a rapacious hackman through the exercise of a little firmness, the Spectator found himself on a train bound eastward. Hungary's chief physical characteristic, its great plain, was revealed the moment the train rolled out of the shadow of the towers of Budapest. Hour after hour the car trundled over a country as flat as a floor. Along the wayside were poppies like so many drops of blood upon the landscape, and blue cornflowers. There were vineyards in which women were tying vines to short poles, fields in which grain was being harvested, and areas of corn shimmering in the sun like a sea. Occasionally the train stopped, but the reason was not always apparent. The villages—perhaps they were cities—were buried among the trees. A church spire or a windmill, the latter reminding one of Holland not only in its presence but in its shape, was the only evidence of their existence. Five hours after leaving Budapest the train rolled into a large station, and the Spectator knew that he was in Debreczen, a city of 80,000 inhabitants, in the very center of the kingdom of the Magyars. It, too, was buried among the trees, a few church towers scattered over a wide area being almost the only indication of its location. This mysterious submersion of the towns and cities in groves of trees like a New England village was explained as the Spectator drove up the long, wide street, for he discovered that few of the buildings were above a story and a half in height.

The street itself was at the very least one hundred and fifty feet wide. Stunted acacias bordered it on either side. A dummy steam locomotive and two small cars served for intramural transit. Perhaps a mile distant from the station, near the head of this wide street, stood two or three churches, the municipal building, and the Protestant University of Hungary. At the very top, and opposite the university, the large body and two square towers of the *Grosse Kirche* bulked into the heavens, the dominating architectural feature of the city. Standing on the broad walks in front of the post-office and the municipal building were groups of men, reminding the Spectator again of New England, not only because of their propensity to stand about gossiping, but because of the impression of independence of spirit which pervaded their whole bearing. Strong and thoughtful-browed, many of these forceful tillers of the soil wore a costume that seemed effeminate in the American eyes of the Spectator. It did not consort with the virile masculinity of the wearers. On their heads were black, broad-brimmed hats vying in size with the feminine buzz-saw headgear of America. Small feathers rose jauntily from the side of the crown. Their nether garments were loose white knee trousers which suggested divided meal-sacks in material and roominess. Some even wore grimy white aprons over the bloomers. As if to emphasize the contrast between costume and wearer, rough boots completed the attire, and many of the owners smoked pipes with foot-long stems and carried canes, which they sported as they walked or leaned upon as they talked. One realized, however, that, in spite of these incongruities, these men of the Protestant stronghold of Hungary looked upon themselves as citizens of no mean country. They were certainly personalities dominating their apparel, thus fulfilling one requirement of style at least. They were individualists, men who counted. Their whole demeanor explained to the Spectator why Hungary has had a constitutional form of government these many centuries. He understood why Franz Josef was King, not Emperor, in Hungary, and why Hungary should be styled the Japan of modern Europe.

The *Grosse Kirche* had the distinction of being the church from whose pulpit Kossuth, in 1849, announced the overthrow of the Hapsburgs (which did not

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come to pass), so the Spectator went early to see it. It was a great cruciform structure whose arms were so long that when a person sat at the end of one of them he could not see the end of the one at right angles to him, although the preacher, whose pulpit was at the intersection, could be seen and heard by all. Its walls were bare, white, and seemed colder, doubtless, than they would normally had the Spectator not just come from a land where the churches are giant jewel-boxes of color and carving. He sat down in one of the pews for a moment. Glancing out through the windows, with their small panes of white glass, he could see the green leaves weaving back and forth in the sunshine and the shadows flickering on the grass. Once again he was reminded of New England and the Sundays when, as a boy, he sat in the meeting-house and interspersed the incidents of the service with wayward glances at the green and golden glory to be seen outside the window.

Shaking off the tendency to dream of the far-away land of his youth, the Spectator sought out the entrance to one of the square towers. He was surprised to find, after climbing the worn wooden steps, a man and wife living in a square room in the center of the tower over the bells. The man wore the white bloomers so common in Hungary. His wife was a stout, pudgy soul. She was barefooted. The couple evidently were as surprised at the advent of the Spectator as the latter was at finding a family living at the top of the tower. They were not the only inhabitants the Spectator discovered as he passed along the narrow corridor which separated the wall of the room from the wall of the tower. Hardly had he turned the corner when he came upon two chickens. They cocked their heads and looked up at him in surprise without uttering a sound. As the Spectator descended he wondered what effect the striking of the church clock just below had upon the slumbers of the couple and their live stock, and what the fowls did when they wished to scratch for worms. It was the ringing of the three bells hung below which furnished the Spectator with the impression to which he has referred. He had been in the town only a few hours when he first heard the bells. Their proclamation was not the musical tintinnabulation of Poe's bells. It was a jangle. It was the kind of message with which the lively American youth greets the dawn of the anniversary of the Declaration of Independence—except that there were three bells instead of one, and they were of different notes. The Spectator pulled out his watch. Evidently they were marking no special hour of the day. Three or four times the following day the bells rang out in the same wild way.

Toward evening the Spectator chanced to be in the neighborhood of the church when the clappers poured forth again their unmelodious message. Climbing the worn steps, he found several young women, men, and boys gathered in the bell-ringer's room. They were taking turns at pulling the straps. The boys seemed to like the fun immensely. They tried to take the straps from each other. So violently did they pull that not unfrequently they were lifted from the floor. "Why do you ring the bells so often?" the Spectator asked of one of the inhabitants afterward. "Every day," said he, "the bells are rung by volunteers as an expression of rejoicing for the coming of the Reformation to Debreczen." For scores of years, perhaps centuries, thought the Spectator, volunteers have been climbing up into the tower of the *Grosse Kirche* day after day, and several times a day, simply to express their feelings regarding their religion. These bells were their Liberty Bells, ringing out the tidings of their Declaration of Independence. The Spectator thought he understood why Kossuth made his announcement of independence in this church, the church of a race of independent-thinking men and women, men and women who have declared that each shall be the pastor of his or her own soul. Was it strange that the Spectator should have been reminded so often of New England?

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The Peaceful Revolution

The First of Five Articles on Industrial Democracy in Europe

By Frederic C. Howe

Author of "The City the Hope of Democracy," etc., etc.

IMPENDING change. Such is the impression of six months in Europe. W. H. Seward wrote of the Irrepressible Conflict between the North and the South prior to the Civil War. All Europe speaks of an irrepressible conflict between privilege and democracy. It is not revolution, however; it is industrial and social change. It is obvious in England, Germany, France, Austria, and Italy; it is obvious in the diminutive states of Denmark, Belgium, and Switzerland. It is not revolution, but evolution. It is not class war; it is class disintegration. Nowhere in Europe, unless it be in Russia and Spain, does the chasm yawn or the Gatling gun grimly suggest a reversion to force like that of Colorado, Idaho, Pittsburgh, and elsewhere in this country. There are classes there as there are with us. They control political parties; they resort to respectable corruption; they make use of power to rob the unrepresented by unjust taxation. All this is obvious in England, Germany, and Belgium. Everywhere the long-ascendent feudal class clings tenaciously to its tottering privileges. Everywhere, too, the old feudal order is reaching out for support to the newly created business and financial interests. But everywhere the arrogance, the cohesion, and the self-satisfied assurance of a generation ago are passing away.

The change which is impending is as colossal in its ultimate significance to the human race as was the French Revolution a century ago.

This new revolution is peaceful. There is no Bastile to be destroyed emblematic of the old order. There is no Louis XVI to be sacrificed, no *émigrés* to be expropriated, no coalition buttressed by the divine right of kings standing against the forward movement of democracy. But everywhere old institutions are being challenged as was the *ancien régime*. They are being challenged not alone by the worker, not alone by the peasant, but by the writer, the artist, the statesman, even by the members of the ruling classes themselves. This impending change cannot be visibly portrayed. It can only be felt. Were so progressive a statesman as Mr. Gladstone to awaken from his sleep and see the morning papers of London and the current literature of the day, he would find little to remind him of the issues which were important to the Liberalism of his time. Were Bismarck to feel the pulse of his people or scan the legislation of the past decade, he would feel that, in offering social reform as a check to Socialism, Germany had been swept into the camp of the proletariat. He would find Ministers speaking a language which he but imperfectly understood. For Germany is expanding like the crust of the earth under the pressure of a volcano, in spite of a Constitution designed in the interests of autocracy and the landed Junkers. In the smaller states, the expansion of industrial democracy is weakening the chains of Church and of State, of privilege and of power, and is preparing the way for a social order whose point of view is different from anything the world has heretofore known.

Compared with twenty or even ten years ago, men are talking a new language. They are thinking new thoughts. They are dreaming new dreams. They only partly know that their language and their dreams are new. These visions do not find expression in Lombard Street, in the Bourse, at a directors' meeting, or in the club. Money-changers have dreamed no dreams from the day they were driven from the Temple by Christ. At most, men of big business have but a subconscious suggestion of the change which is impending, gained from the headlines of

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the daily press. But their sons are coming from the universities with a new light in their eyes. Their wives are coming from the cathedral with a new religion from the pulpit. Even the representatives of privilege in Parliament are unconsciously reflecting the new spirit which is in the air.

Democracy, Radicalism, Socialism—the change responds to no name. It is the possession of no party. It is all these things, and it is undermining the old as an Arctic iceberg in mid-ocean is disintegrated by the summer seas. In England the Tory dukes challenge the Liberal party as having embraced Socialism. They invoke the power of the House of Lords to throw out the Budget on the ground that it is introducing Socialism into England; that it is therefore revolutionary, and must be checked. And the Liberal party is forced to accept the challenge. It is forced to defend the pages which it has taken from Socialism and to accept the text-books of Henry George and Karl Marx and expound the philosophy that humanity has a right to the land and the worker a right to labor, a right to be insured from the hazards of industry, to enjoy his old age in self-respect rather than in the poorhouse. Mr. Asquith, Mr. Lloyd-George, Mr. Winston Churchill, are being driven to a defense of their alliance with the Independent Labor party and to the revivifying of Liberalism by an appeal to the elemental precepts of Christianity and to the adoption of a course including the first steps of a big social programme.

Now that a general election has been forced by the rejection of the Budget, England has become a battle-ground in which the old forces of feudalism face the fourth estate of workers much as the landed gentry and the commercial classes faced one another in the contest over the abolition of the Corn Laws. But the new appeal must be on a far different plane, to a far different class, and to far deeper emotions than have ever yet been touched in any Anglo-Saxon country. For the avowed programme of the Liberal party is far more radical than anything that England even dreamed of five years ago; while its hitherto unexpressed and unformulated appeal must, of necessity, call up from the depths the slumbering aspirations of a great part of the British people.

The issue in England is symbolic of a psychological condition which is universal. There is a yeast in Europe not unlike that of the French Revolution, which changed the face of nations during the early years of the nineteenth century. The English Radicals protested against the visit of the Czar of Russia as a disgrace to the nation. So did the French Socialists. Members of the Labor party in England recently fraternized with the working people of Germany as an evidence of protest against the German phobia of the Tory press and statesmen. Anti-military protests and demonstrations have been held in France, Germany, and Spain. International meetings have been held in the leading countries. It may seem chimerical, but it is within the bounds of possibility that within a score of years the governments of Europe will feel so insecure over the support of their people to any war, except one of resistance to aggression, that a movement towards disarmament will result. Certainly the thought and the declarations of the heretofore inarticulate masses are strongly imbued with the idea that wars have ever been inspired by big business men or by personal ambition, and not by the nation itself. To Socialism, with its 7,500,000 voters, must be accorded a large share of the credit for this peace sentiment which adds a new deterrent to the war lords of Europe. The fear that they may be deserted by the nation and humiliated by their own people is already exercising a wholesome restraint on those who rule.

Europe, too, is making war on poverty. Partly in a fundamental way, to prevent its appearance; partly in a curative way, to soften its consequence. I was in England in 1905, just prior to the general election which returned the Liberal party to power with such an overwhelming majority. The impression I received of that country was one of political deadness, of apathy, of an utter lack of any ideals on the part of either of the old parties, and of hopelessness on the part of the reformers. There was nothing to suggest a deep-seated unrest. There was no pro-

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gramme of social reform. Yet in 1905 the Independent Labor party returned over thirty members to Parliament. At the same time there were upwards of sixty advanced Radicals elected on the Liberal ticket. The Liberal Ministry dawdled for a while. It clung to its old Whig traditions. Its instincts were still those of the trading classes. It passed an old age pension bill and cured the disabilities of the labor unions due to the Taff Vale decision, which were accepted by the Lords. It passed an education bill, a temperance licensing bill, a land valuation bill for Scotland, all of which the Lords rejected. And the country acquiesced in it all. There was no undercurrent of resentment such as the action of the Senate aroused in America upon the recent Tariff Bill.

In 1909 the Liberal party sprang what looks like a political *coup* of the first magnitude. Heckled by the Conservative minority and the reactionary press over the inadequacy of its naval programme, the Ministry coupled the building of Dreadnoughts with the land taxes of the Budget—a revolutionary Budget, the Tory says; a great democratic Budget, the Liberal says; a Socialistic Budget, the Independent Labor party believes. A more adequate naval programme as an excuse for taxing the great monopoly estates of the aristocracy was never dreamed of by the Conservative party, which now stands before the country as unwilling to bear its share for the nation's defense. This was an *impasse* scarcely contemplated when the Conservatives sought to stampede a general election and overthrow the Liberals as "Little Englanders." Coupled with this Budget, which has aroused tremendous enthusiasm, Winston Churchill, of the Board of Trade, has presented a comprehensive social programme, which cements the Liberal party more strongly to the working classes and gives to its programme a Socialistic color. This social programme includes labor registry offices or clearing-houses for workingmen; it includes a trades dispute act for disposing of minor difficulties; it involves afforestation and insurance against sickness and accident as well as old age.

In Germany public opinion has been more articulate in its criticism of the Kaiser and the Budget than at any time in years. The Government fears a dissolution because of the increase in the Socialist vote at the various by-elections. For twenty years Germany has been pursuing a programme of social reform which many aver is a primary cause of her industrial efficiency. Her cities have taken over the public utility corporations; they are building workingmen's homes and encouraging co-operative associations to erect model apartment-houses; they furnish emergency work during the winter months and hard times; they supply free meals to poor school-children, maintain labor registration offices, legal and medical dispensaries, model lodging-houses, and in a hundred ways look after the welfare of the poor. The cities have shifted the burden of taxation on to the well-to-do. The bulk of municipal taxes is taken from incomes. Now the cities are taxing the speculator on the profits which the growth of the community makes possible. They are taking, on an average, nine per cent of the land speculator's profit.

The fear of poverty, the accidents of industry, and old age are relieved by pension schemes. There are schemes for insurance against sickness and loss of work, as well as the most wonderful tuberculosis sanatoriums, convalescent homes, and hospitals upon which tens of millions of dollars have been spent.

Germany leads the world in social legislation. Germany gave modern Socialism to the world, and its philosophy has saturated other classes.

In France the recently deposed Premier Clemenceau was a Socialist. So is his successor, M. Briand, as well as three other members of the Ministry. Radicalism is ascendent in the French Parliament. Its programme is blocked by a Conservative Senate and a lower chamber that is only half-heartedly for reform. But the Ministry is committed to an income tax. It has pledged itself to workingmen's pensions as well as to the extension of the pension system to agricultural, industrial, and other classes. Proportional representation is to be extended to the cities and secular education is to be greatly enlarged. Democracy in France is an

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indigenous product. It has certain latent qualities which make it a far different thing from the democracy of England and America. It uses different tools and it moves to abstract principles. And it has none of the burdensome traditions of the individualistic *laissez faire* which affects public opinion and the legislative mind in Anglo-Saxon countries.

It is in the neglected nations of Europe that social reform has made its most positive gains. It is in these countries, too, that the paramountcy of the State is most recognized. Switzerland and Denmark are the most democratic countries in the world. They have demonstrated, not only that the people can rule, but rule far more wisely than their betters. Representative government has shifted more completely to democratic government in these little nations than anywhere else on the globe. Switzerland is ruled by public opinion. It expresses itself through direct legislation. The people propose laws as well as amendments to the Constitution by petition. They vote upon their own proposals just as they elect men to office. In consequence, every man with an idea has a hearing. If he is right enough, and persistent enough, he achieves his end. Almost every great democratic reform in Switzerland has come through the initiative and referendum. Not immediately, it is true; but when the public was ready for it. By these means Switzerland abolished the sale of absinthe and took over the alcohol monopoly. After three attempts it nationalized the railways, and is now operating them better than ever before, and with the idea of service paramount. Through the same instrumentality, Switzerland saved her natural resources. She took control of the water power of the country in the interest of all the people. Private monopoly has been barred. The State itself is to become the purveyor of electric water power. It plans to run the railways by the white coal of the mountain-sides, to supply all industry, to operate the street railways, and to light the cities. Not content with this, Switzerland plans to carry the electric current to the most obscure country district and to relieve the farmer and domestic industry of the drudgery of manual labor. Country roads and houses will be lighted by the streams from the mountain-sides, while the motor will churn the butter, thresh the grain, pump the water, and even relieve the woman along with the man of the most burdensome kinds of agricultural labor.

Switzerland has done more than this. Formerly she knew the boss. Direct legislation has taken his power from him. Formerly there was corruption, both vulgar and respectable. It too has passed away. And now the nation has destroyed monopoly and made the resources of the nation serve the people.

Denmark, too, is a democracy. She maintains a King, it is true; but he enjoys only the shadow of power. Denmark is ruled by peasants who own their own land. Ninety per cent of the farmers own their own holdings. And they work them like a market garden. The State owns the railways and makes them serve the peasant. The State educates the farmer, sends commissions of experts to foreign countries, and stimulates the production of fine stock. It loans money to the individual with which to buy a farm, and through co-operative agencies ninety per cent of the farmers save to themselves the full value of their dairy farms and purchase what they need at wholesale cost.

Democracy in Denmark has made the people among the best educated in Europe. There is no illiteracy there, and extreme poverty has been reduced to a minimum. Denmark is a free-trade country from conviction, in spite of the fact that her farmers were threatened with extinction by the wheat-fields of America. The cost of living is low in consequence, and this little country exchanges its exports with all the world, and buys where it can buy to the best advantage.

All over Europe the ascendency of the feudal class is tottering. The parties of Liberalism, which were usually parties of the commercial and trading classes, are passing away. They had no ideals to offer and no traditional reverence to sustain their claims. Socialism, on the other hand, both as a party programme and a philosophy of life, is making great headway.

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Its methods differ in different countries. In Germany it still holds itself aloof from participation in legislation. It refuses to form coalitions. It remains a militant class-conscious party with a concrete working-class programme.

Its philosophy, however, has saturated the public consciousness and influences ministries and legislation.

In England, France, Denmark, Belgium, and elsewhere the Socialists are opportunists. The Independent Labor party in Great Britain is Socialistic. It is, however, always ready to take the next step, to identify itself with the Liberal party, but, like Oliver Twist, ever to cry for more. In Belgium Socialism is making its way up through the cities. A general election is to be held in May, 1910, when it is expected that the Socialist and Radical parties will control the Ministry. Belgium is now in the hands of a Conservative party made up of large landowners and the Catholic Church. The party has been very reactionary. Education has been neglected and social legislation delayed. The programme of Socialism, of one vote for one man, of free secular education, of old age pensions, of a reform in taxation, has allied to it an increasing number of business men and the educated classes.

City after city is falling under the control of the Socialists. Copenhagen has been a Socialist city for years. Many of the cities of Belgium are in control of the Socialists. The same is true in Italy. Two members of the Ministry in Switzerland are Socialists. In Austria the Government has been greatly steadied by the formation of a Socialist party, which is the only party not disintegrated by the warring nationalities which compose the Empire.

In the succeeding articles I shall undertake to describe the growth of industrial democracy as well as some of the phases of social and political progress in Switzerland, Denmark, Belgium, and Germany—the development of "white coal" in Switzerland, co-operative farming in Denmark, co-operative merchandising in Belgium, and in Germany the provisions made by the State for the welfare of the working classes.

THE SLEEPING SICKNESS

BY LOUIS L. SEAMAN

Dr. Seaman, the author of this article, has had unusual experience in the study of contagious and epidemic diseases in the East and in Africa. He was Major-Surgeon of a regiment in our war with Spain, was present at the front in the war between Japan and Russia, and has made special studies of unusual diseases in India and elsewhere. He is the author of well-known books such as "The Real Triumph of Japan" and "The Social Waste of a Great City," besides being a contributor to medical journals and a recognized authority on unusual phases of medical science.—THE EDITORS.

AFRICA is the paradise of the hunter. Big game is found there in such abundance that the sportsman could easily imagine himself in the zoölogical garden founded by Noah and his cargo from the ark, and that reproduction had there been uninterrupted ever since.

But the Nimrod has no monopoly of the living things found in the vast plains and rivers and jungles. The scientist, the biologist, and the microscopist there find an almost virgin soil for exploration and study. Enemies of animal life far more destructive than lions and leopards and other predatory beasts flourish in countless numbers and unrestrained activity. The deadly bacillus, the microbe, and the parasite abound under conditions specially favorable for their development and reproduction. In temperate climes the germ of disease or its temporary host or carrier is destroyed by the frosts of winter, but it finds in tropic surroundings a perpetual culture ground for reproduction and dissemination. In our native land the

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fly and mosquito, the flea, tick, and jigger, are halted in their malevolent work of destruction in the cold season, and epidemics of diseases of which they are the carriers are exterminated before a return of summer's heat, as evidenced in the sudden suppression of yellow fever immediately following a frost, which kills its carrier—the mosquito. New generations of insects start in life free from disease germs, and must incur infection before becoming sources of danger. Not so in Africa, where there is no season of cold, no discontinuance of reproduction, no period in which some of the species are not acting as the host of the parasite. Consequently certain infectious diseases which are only epidemic in our own land become endemic in the tropics, where a focus of infection is always to be found and its carrier is constantly present, thus completing the cycle for its perpetual reproduction.

These conditions constitute the gravest danger of continued residence in equatorial lands, and render the prevention of certain infectious diseases a most difficult problem. The most formidable enemy of both man and beast in tropical Africa is the tsetse, species *Glossina*, a genus of blood-sucking fly peculiar to that land, which carries a minute parasite, the trypanosome, from the infected to the healthy, resulting in the production of sleeping sickness, or trypanosomiasis. When it is known that in the region lying around Victoria Nyanza, Lake Tanganyika, and the Victorian Nile over 400,000 human beings have succumbed to this fatal malady since it appeared about ten years ago, its appalling nature is apparent. Vast territories of thickly populated, fertile country near the shores of these lakes, until the advent of this terrible plague the homes of a happy, contented people, are now almost depopulated, and thousands of little villages have been swept away, their inhabitants victims of this deadly pest.

In appearance the tsetse fly bears a remarkable resemblance to the ordinary house-fly, but is slightly larger, with longer wings, which extend beyond its body and lap each other when at rest like the blades of a pair of scissors. It is somber gray, nearly black in color, almost like the honey-bee, and has a prominent proboscis ensheathed in the palpi which project horizontally in front of its head. The abdomen is marked by four distinct yellowish bands, with a pale spot over the upper segment. It is wonderfully active, and evades every attempt at capture except in the cool of the morning or evening, when its movements are sluggish and it can be caught in the hand. Its recognition when on the wing is doubtful, but when resting it can be readily identified by its wings, which lie closed flat along its back, giving it an elongated appearance. These characteristic features are of great importance, as they distinguish the tsetse from all other blood-sucking *Diptera*, especially those belonging to the *Stomoxys* and *Hæmatopota*, of which genera there are many species in Africa.

There are eight species of the genus *Glossina* (tsetse), each differing in size, color, and capacity for tormenting human and other animal life. Its method of reproduction is peculiar. It does not lay eggs, but the larva is reproduced singly in the body of the mother fly, and, in the case of the *Glossina palpalis*, is deposited in the soil on the banks of shaded watercourses or on the bark of trees near fresh or running water. Here, amid the moist and crumbling vegetation, it finds a favorable protection, its skin becomes darker in color, and it rapidly passes into the chrysalis stage, from which the imago or fully formed insect emerges after thirty-five or forty days. The reproductive period of the female fly is about three months, during which time it may produce from eight to ten larvæ, which are deposited at intervals of about ten days.

The *Glossina palpalis* is seldom found more than one hundred and fifty feet from lakes or watercourses the banks of which are covered with trees, shrubs, or vegetation sufficient to afford thick shade. Its bite resembles that of the horse-fly—almost like the prick of a needle—as I can testify from personal experience with a non-infected fly.

It does its feeding between ten in the morning and three in the afternoon, when the sun is high and the air warm and still. The *Glossina morsitans*, whose bite, when infected, is as deadly to domestic animals

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as that of the *Glossina palpalis* is to man, also selects these hours for feeding. The natives, who are very keen on the habits of the fly, take advantage of this fact by driving their cattle across infected belts in the late evening or early morning hours, thus escaping infection of their herds by these flying hypodermics.

Until recently it was believed that the *Glossina morsitans*, which has killed hundreds of herds of cattle and is still at its diabolic work of destruction, could also communicate sleeping sickness. Dr. Hodges, however, whose researches and long experience with the fly entitle him to speak with authority, now asserts that neither the species *morsitans*, *palipides*, nor *fusca* is likely to carry infection to man unless occasionally when interrupted in feeding or as a needle or a thorn might under specially favorable conditions. There is little need to suppose the existence of any other means of spreading infection among human beings than through the bite of the *Glossina palpalis*. Europeans are less susceptible to infection by its bite than natives, probably because of the protection afforded by clothing, a luxury entirely discarded by the Kavarondo tribe, and largely so by most of the natives of the tropics.

The fly never bites through clothing, and is attracted by dark colors rather than white.

Different species of tsetse flies are the temporary hosts and transmitters or carriers of different species of trypanosomes. The *Glossina palpalis* infects with the *Trypanosoma gambiensi*, causing sleeping sickness in man; the *Glossina morsitans* with the *Trypanosoma brucii*, producing a fatal disease in horses and cattle. The *Glossinæ palipides* and *fusca* carry similar parasites, which produce fatal diseases to all imported domestic stock. These parasites feed upon the red corpuscles of the blood, depriving it of oxygen. The corpuscles gradually lose their smooth, glossy appearance, and in advanced stages become granular and incapable of nourishing the tissues, resulting in emaciation, drowsiness, and other symptoms that characterize the disease. Many animals have been thought to be the permanent hosts of the *Trypanosoma gambiensi*, notably the hippopotamus, monkey, dog, and crocodile. But experience has proved that man alone is the source of infection, and that the *Glossina palpalis* is its carrier.

The area of distribution of the species *Glossina palpalis* in Uganda are the borders of Victoria Nyanza, especially near Entebbe, Usoga, and Jinja, and the Sesse Islands. It is common on the banks of the Victorian Nile as far north as Lake Albert and Nimule. In German East Africa in the country near Lake Tanganyika it is also prevalent.

Trypanosomiasis also prevails in South America, where it is rapidly fatal in children, as has recently been described by Dr. Cruz, of Rio de Janiero. A small monkey has been proved to be the permanent host of the parasite, which is transmitted to the patient through the bite of a bug—the conorrhinus. Fortunately, the tsetse fly is not found in that country. Until recently it was believed that the *Glossina palpalis* acted only as a mechanical agent or hypodermic injector in transmitting the trypanosome from the sick to the healthy, and that it retained this power only two days after sucking the blood from a victim of the disease. That the parasite underwent any evolution in the body of the fly was denied. But within the present year Dr. Kleine, of German East Africa, has proved the erroneousness of this theory by demonstrating that an infected fly was capable of transmitting the disease for sixty-six days, thus establishing the fact that the trypanosome passes through a change or cycle in the body of the fly before it transmits the parasite. This discovery was based upon a simple experiment. Fifty tsetse flies (*Glossina morsitans*) were placed in a cage with gauze netting bottom, and for three successive days were fed on an animal whose blood contained *Trypanosoma brucii*. On each succeeding day they were fed on healthy animals—a fresh animal for each day. This was continued for seventeen days. On the eighteenth to the twenty-fourth they fed on the same animal, on the twenty-fifth to the thirty-ninth on another, on the fortieth and forty-first on a third, on the forty-second and forty-third on a fourth, and so on until the seventy-third day. As a result, none of the animals fed on by the flies up to the seventeenth day

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contracted the disease, whereas all those fed on from the eighteenth to the sixty-sixth day did become infected, thus proving a development of the parasite within the body of the fly. During the period of this evolution, *i.e.*, for seventeen days, the fly was incapable of infecting a healthy animal, but as soon as the parasite had undergone its cycle or evolution it became a deadly power of infection. A similar cycle occurs in the *Stegomyia fascata* (mosquito) in its transmission of yellow fever, and of the *Anopheles*, the carrier of malaria.

Sleeping sickness has been known in Sierra Leone, in the Congo, and on the west coast of Africa since the earliest history of those lands. In 1870 a fossil tsetse fly (*Glossina morsitans*) was discovered in Colorado, and the theory has been advanced that the absence of wild horses on the American continent was due to the ravages of the disease carried by these flies.

The malady was described as early as 1803, and later most accurately by Livingstone, the great missionary explorer. He also advocated arsenic in its treatment. This remedy, after half a century of research and investigation, still retains its place as the best one known for prolonging life.

Sleeping sickness was known to have existed among the negroes of Martinique and the United States in the early days of American slavery. One of its curious features was that, although it occurred in epidemic form in Africa, often blotting out whole communities, yet in America it never spread. In West Africa it had all the evidence of an epidemic disease, while in America its area of distribution was limited to the individual sufferer. In both countries, however, it was equally deadly, being uniformly fatal.

These curious phenomena were difficult to understand, and many theories were advanced in explanation, but none proved satisfactory until the discovery in the blood of a patient of the presence of a parasite known as the *Trypanosoma gambiensi*, which was injected into the system through the medium of the tsetse fly (*Glossina palpalis*), and which has been proved to be the cause of sleeping sickness.

The period of the incubation of the disease after the bite of the infected fly varies from a month to several years, depending upon the resisting power of the patient. In its earlier stages the first noticeable symptoms are irregular fever, during which the temperature ranges from 99° to 102° for a few days, followed by intervals of intermission of variable length —sometimes a week—when there is a recurrence of the fever, with marked weakness and lassitude. This stage continues two or three months, when an examination of the patient shows the presence of enlarged cervical glands and marked tremor of the tongue. A microscopical examination of the fluid of one of these glands at this time discloses the presence of the trypanosomes. In fresh specimens they may be seen wriggling about the field of the instrument like minute electric eels, always in motion. This stage may continue a year, or even longer.

In the following stage the symptoms are due to the trypanosomes reaching the cerebro-spinal fluid, giving rise to cerebral manifestations: drowsiness, stupor, dullness of hearing, slowness in perception and of answering questions, with incapacity for mental exertion, and somnolence, the patient sometimes sleeping the entire day. This condition may continue several years, during which time epileptiform convulsions develop, with marked tremulousness of the muscles of the face and tongue, the patient becoming maniacal and the whole symptomatology resembling that of general paresis of the insane.

In the early stages the nutrition of the patient may be fair, but now he becomes anæmic, apathetic, and drowsy, often refusing food unless it is forced upon him, and even then he may fall asleep when it is only partially masticated and before it is swallowed. Terrible emaciation follows, he becomes anæsthetic and gradually sinks from inanition, unless pneumonia or some other intercurrent disease supervenes to hasten the end. The wretched victims of the disease are extremely sensitive to cold, often becoming so anæsthetic as to lose all sensibility. In one advanced case that came under my notice the sufferer had crawled close to a camp-fire and fallen asleep. Gradually the fire crept on him until it charred his hand off above the wrist without his awakening.

Previous to 1901 sleeping sickness

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was unknown in Uganda. How the present epidemic originated is not positively known. The most generally accepted theory is that the soldiers of Emin Pasha and their followers introduced it, as some ten thousand of them settled in Busoga after the Sudan campaign. These natives came from the territory bordering on the Congo, where sleeping sickness has been endemic for an unknown period, and it is supposed that some were victims of the disease, thus establishing a focus for its distribution. In any event, the disease broke out about this time and soon reduced the population of the country from three hundred thousand to less than one hundred thousand, and the fertile fields to a howling wilderness. From this center it extended to more distant provinces where the tsetse flourished, around Victoria Nyanza and Lake Tanganyika. The beautiful Sesse and other islands, which in tropic verdure stud these lakes like brilliant diamonds in seas of turquoise, were the homes of a happy and contented people until the advent of this terrible scourge. Now they are almost depopulated.

The most successful remedy thus far discovered in the treatment of sleeping sickness is atoxol, a modified preparation of arsenic, or in combination with antimony or mercury. In certain instances these remedies have caused the disappearance of the trypanosomes from the blood and spinal fluid for periods varying from one to three years, but the disease has ultimately returned in most cases, with fatal termination. Numerous anti-toxic sera have been tried, but a successful test of at least five years must be made before crediting any of them as successes. Thus far all efforts to immunize human beings against invasions of trypanosomes by these sera have proved ineffectual, and other methods of prevention must be found if the disease is to be checked before the country becomes depopulated.

The duration of the sleeping sickness in man is very variable. Occasionally cases linger six or even eight years, and until the expiration of this period they are constant foci of infection.

Recognizing the fatal nature of the disease, the various nations whose territories are most seriously affected, notably England, Germany, Portugal, France, and Belgium, appointed commissioners, with competent assistants, to ascertain methods for its control. The enormous amount of investigation and research accomplished by these self-sacrificing men, among whom may be mentioned Bruce, Koch, Hodges, Broden, Tullock, Kopke, Martin, Hardy, and Kleine, two of whom forfeited their lives in the work, entitles their names to be enrolled among the benefactors of mankind.

One of the most important measures of prevention has been the establishment of isolation camps in the infected districts, at least two miles distant from the lake shores and rivers and fly belts where the *Glossina palpalis* abound. In these camps the inhabitants are segregated and placed under treatment. Six of these isolation camps are located at Busu, twenty-two miles from Jinja, where the Victoria Nyanza forms the source of the Nile, and at other points in the Uganda; also in German East Africa, where three extensive camps are located near the southern shores of Victoria Nyanza and two others near Lake Tanganyika. In all, over thirty thousand people are now segregated and under treatment, either as resident or visiting patients of these camps.

Along the shores of the lakes and rivers in districts near the foreign settlements the trees and shrubbery have been cleared away and the banks replanted with citronella grass, whose short growth affords little shade, thereby destroying the breeding-places of the fly. Travel on the lakes has been restricted except at specified cleared landing-places. Hundreds of villages and homes near the shore of the lakes have been burned and their inhabitants moved at least two miles inland. Fishing on the lakes and rivers is prohibited, and other drastic measures have been adopted to isolate the people from the deadly fly, thus minimizing the danger of their infection. In addition, the Royal Society of England has founded a Sleeping Sickness Bureau in London, under the directorship of Dr. Bagshaw, who is doing a great work in collecting details and disseminating knowledge relating to the disease.

These are some of the preventive measures taken for the stamping out of

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this devastating plague, and the salvation of the people depends on their effective enforcement. But the difficulty of isolating the inhabitants of whole countries for protracted periods is very great, and the funds necessary for its accomplishment are pitiably inadequate. The results are correspondingly ineffectual, and the inevitable fatalities continue.

To the white man is due this curse of Uganda. If the same generous spirit and treasure of the world that are so liberally lavished for the salvation of the souls of this suffering and unhappy people could be enlisted for the salvation of their bodies, the crowning glory of medicine, namely, the prevention of the disease rather than its cure, could be attained, and the fertile hills of Uganda be repopulated by a happy, healthy people.

THE REVIVAL OF OUR SHIPPING[1]

BY ALFRED SPRING

ASSOCIATE JUSTICE APPELLATE DIVISION, NEW YORK SUPREME COURT

There is nothing more justly humiliating to the National pride and nothing more hurtful to the National prosperity than the inferiority of our merchant marine compared with that of other nations whose general resources, wealth, and seacoast lines do not suggest any reason for their supremacy on the sea.

PRESIDENT HARRISON, a wise, sagacious statesman, in his annual Message to Congress in December, 1889, thus expressed his chagrin over the deplorable state of our deep-sea shipping.

Its decline has continued during the twenty years since this warning note was sounded, until the Stars and Stripes at the masthead of a steamship are seldom seen in a foreign port. The distinguished diplomat Mr. John Barrett, in his statement to the Merchant Marine Commission in 1904, asserted that in three different trips in foreign countries, extending around the world and covering over seventy-five thousand miles, he saw only one American flag on a merchant steamship. Senator Root, in his famous trip to the South American Republics in 1906, entering every important seaport, saw only one steamship, aside from the one on which he was carried, that bore the flag of his country.

Prior to the Civil War the greater part of our foreign traffic was carried in American ships, while now less than nine per cent is so transported. In 1861 the tonnage of American shipping was 2,600,000 tons, and in 1905 considerably less than 900,000 tons, nearly one-half of which was rotting in shipyards and storehouses, or out of commission and unfit for use. And yet within the past fifty years our foreign commerce has more than quadrupled in value. In the early history of the Nation, and down to the Civil War period, our merchantmen were manned by American seamen, who became the most skillful sailors on the ocean. The seafaring life, with its good fellowship and adventure, and with the liberal compensation paid, attracted these men. They were hardy, intelligent, loyal to the Nation, and in war added to the luster of the American name.

By the payment of subsidies and subventions and other Government aid the European Powers have extended their merchant marine and captured the deep-sea traffic. Our Nation, in spite of its ten thousand miles of ocean coast-line, its magnificent harbors, its inexhaustible resources, and its adventurous citizens whose natural life is on the ocean, has been left in the background. Our products are borne abroad in foreign-built ships with un-American crews and under foreign flags. The wealthiest Nation, with every advantage enuring to it, has failed to grasp the opportunity for commercial growth.

In the present century the contest of nations will be to secure foreign markets for their surplus products; and if the

[1] Editorial discussion of this subject will be found on another page.—THE EDITORS.

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United States is to be a competitor in this intense struggle, it must rehabilitate its merchant marine and build ships and induce American boys to operate them.

The sentiment of civil liberty crystallized into our constitutional government swept over South America and led to the formation of republics modeled upon the American Constitution. The unflinching adherence of this Government to the Monroe Doctrine has tended to cement the feeling of comity with these people of different speech from our own, and as they have developed commercially, intellectually, and generally in stability of government, the common advantage of this friendship has also been made manifest. Fifty millions of aggressive people inhabit South America, ambitious to achieve power and prestige for the particular republic to which they owe fealty. Argentina, with its diversified industries, marvelous resources, and excellent climate, already has over ten millions of people. Buenos Aires, its chief city, numbers one million, and its yearly foreign traffic has reached the half-billion-dollar mark. Brazil, with a population of twenty-five millions, and with its tremendous stretch of fertile territory, is building on solid lines and piling up wealth by the sale of its surplus products.

In 1903 the foreign commerce of Argentina was about $350,000,000, in only seven per cent of which the United States participated, and that small portion was transported wholly in foreign ships. In that same year we purchased from Brazil to the extent of over $75,000,000, chiefly coffee and rubber, and sold to her people of our products to the amount of only $13,500,000, and all of these shipments were in foreign vessels. Since then our trade with the South American countries has increased to some extent, and yet of the enormous foreign traffic of more than $1,500,000,000, not more than sixteen per cent is with the United States, and of this the greater part is purchased by our own people; and the humiliating fact connected with this traffic is that it is all shipped in foreign steamships and under foreign flags with foreign crews.

In the first place, our people have been delinquent in bidding for this market. The foreign countries establish banks in the larger cities of South America. Each bank is a monetary center for the development of trade, and with the citizens of the country locating it. Its managers operating the bank represent the home country, ascertain the financial standing of the dealers and merchants where the bank is established, and become familiar with their methods, their system of credits, and the character of the merchandise and products desired by them. These banks regulate the interchange of commodities to a large degree, and facilitate the trade between the two countries. There is no bank in South America composed of American capital. The financial transactions between the merchant of this country and his South American customers are all carried on through European banking concerns. The investment of American capital in establishing a bank in any of the prominent cities of South America is quite certain to bring fair returns if the institution is conservatively managed. The country is developing in great strides, the exportations are becoming enormous, tangible wealth is accumulating, and ready money is required for the improvements demanded by the increasing business. The security for loans is ample, and the business men, as a class, are upright and energetic, with enthusiastic faith in the steady growth of their respective nations.

In the second place, the dealers from European countries send salesmen to the Southern republics who are well equipped to develop trade. They have become acquainted with the needs of the people, and speak Spanish and Portuguese fluently. The printed matter exploiting their wares is written in accurate Spanish. The drummers from this country speak a hybrid Spanish, and their advertisements are an offense in the rendering of the language of the country where the goods are to be shipped.

Again, the tendency of the bumptious drummer from here is to treat his prospective customer in Brazil or Argentina or Chile as an inferior, and this assumption of superiority is resented and effectually restricts trade with these people, who are devoting their energies to commercial extension and who possess the pride and spirit characteristic of growing national power.

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These surface hindrances to trade development by the American producer and merchant can easily be remedied by the exercise of good sense and judgment, and they do not call for any Government aid. They are, however, defects which tend to depreciate our standing among the South American dealers, who compare the slovenly, inefficient methods of the tradesmen of this great Nation with the thrift, tact, and adaptability to circumstances that prevail among the European participants in the trade of these Latin countries.

After all, with these various obstacles swept aside, the great barrier to trade development between this country and any of our sister republics in the lower half of the hemisphere still remains in the total absence of American steamships for the transportation of the interchanging products and merchandise. In the year ending June 30, 1905, 1,785 steamships and sailing vessels entered the port of Rio de Janeiro flying the flag of Great Britain, 657 with the flag of the German Empire at the masthead, and 349 with the tricolor of France. During that year not a steamship entered that port flying the flag we love. Seven American sailing vessels entered the port of Rio de Janeiro that year, only five of which were there for trade transshipment. In 1907 two thousand steamships entered the principal port of Argentina, and not one of them bore the flag of the United States; and the same is true of every other port south of the Caribbean Sea. This intolerable condition must be changed before we can expect to secure the amount of trade to which we are entitled with these growing nations.

The mails to South America from the ports of the United States on the Atlantic coast are carried in foreign subsidized ships to European ports, and thence to their destination in Rio de Janeiro, Buenos Aires, and other ports of South America. The distance from these ports of the United States to the South American cities named is less than that from Liverpool or Hamburg or Antwerp or Havre. The European merchant or producer or manufacturer, because of this extended mail route, is three thousand miles nearer his customer in South America than is his business competitor in the United States. The general paralysis which has smitten our deep-sea shipping interests falls most disastrously upon this Southern trade, for the comity of feeling between the people of South America and those of our own country would naturally encourage the exchange of commodities between them.

For many years the leading men of our Nation have realized the moribund condition of our foreign shipping. Attempts to revivify the business have failed by reason of the inability to unite on a feasible plan. The only Congressional aid is authorized in the Act of 1891, which has proved to be inadequate, and it could not be otherwise. Various plans have been suggested to remedy the present condition. It is claimed that if our shippers were permitted, without restriction, to purchase steamships wherever they could buy the cheapest, that policy would build up our merchant marine. I have gone through the testimony taken before the Congressional Merchant Marine Commission in 1904, and the experts who appeared agreed that the foreign-built ship is constructed at less cost than a corresponding one in American shipyards, and that this difference in cost is due to the lower wages paid to the employees. There was a wide variance in the estimated difference of this expense, but I think the American ship would cost at least thirty-five per cent in excess of a similar ship built in a foreign shipyard. The argument is, therefore, that by buying of foreign builders our shippers would be able to compete with the foreigner in the carriage of our goods. There are, however, several objections to this course. If these ships are to be operated by American crews, a substantial difference exists in favor of the foreign steamships, for the wages paid our seamen are greater than those which the foreign seamen receive for like service. The American seaman not only demands better pay for his service, but he must be better fed than the seaman across the sea; and the food cost of an American-manned ship is far more than the one operated by foreigners. No one would be in favor of reducing the compensation paid our seamen, and certainly well-fed men render the most efficient service. Again, even if the cost of operating were the same, the foreign shipper would still have the advan-

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tage in that he receives Government aid in the way of mail subventions or subsidies directly paid.

Passing these objections and considering the proposition in its broader aspect, the purchase of ships in foreign shipyards is too unpatriotic, too un-American, to appeal to the practical good sense and loyalty of the people of this Nation. They have never approved of buying abroad what can be purchased equally well at home. The fostering of the principle of home development has been the stimulus of our manufacturing industries. Among the objects to be obtained in the restoration of American shipping is the building up of our shipyards. Ships built at home bear the hall-mark of American labor and signify the investment of American capital in the ship-building enterprise. Our citizens are loth to engage in the purchase of foreign ships to any extent when the Government fails to manifest any interest in the growth of an enterprise so important to the re-establishment of our deep-sea shipping.

Another plan suggested, and one which was in vogue for a considerable period before the Civil War, is the imposition of discriminating duties in favor of commodities brought here in American ships, so that goods imported in foreign ships would be subjected to higher tariff rates. Over thirty treaties would need to be annulled in order to make this plan effective, and retaliatory measures would follow the wholesale abrogation of carefully arranged international trade agreements, and the retaliation would restrict our export traffic. Nearly fifty per cent of our imports are non-dutiable, and in bulk considerably in excess of that proportion, and the free list has been much enlarged by the Aldrich-Payne Act. Of our imports from South America, by far the larger part are free of customs charge. The abolition of this free list would be necessary if the basis of our importations is to be differential or discriminating tariff rates. The free list is adjusted for the benefit of the American people, and to cheapen the price of articles which cannot be produced here. One of the great inducements for the reinstatement of our shipping is to build up our commercial traffic with the republics of South America; and if the free list is eradicated, it will imperil this traffic, which is already far less than our aliquot proportion.

The other method of reviving our shipping interests is by the payment of sufficient moneys to equalize the difference in cost of building and operating American steamships above the cost of the foreign built and manned ship. It is unfortunate that this plan is designated by the term "subsidy," for the name itself has had much to do with the opposition to the method.

Government aid in this instance is the policy of protection, so thoroughly established in the political economy of the Nation, extended to our shipping interest, which is the one unfostered industry. The excess of cost in constructing and operating the American-built ship beyond that of the one built in Europe and operated by a foreign crew is an established fact. That this difference is due to the higher wages paid for American labor in the shipyard and on the ship is unquestioned. That the foreign shipper receives pecuniary aid from his government for operating his vessel is another settled fact. It must, therefore, be clear that in some manner the American shipper, in order to enter the lists with his foreign competitor, must receive sufficient compensation to adjust and equalize this manifest disparity. The American policy of Governmental aid has never been a sectional one. Millions of dollars have been expended in rendering fruitful the arid wastes of the West; hundreds of millions in aid of transportation by dredging navigable rivers and enlarging and deepening harbors. These investments by the Government have been for the purpose of assisting the productive capacity of the Nation. A permanent addition to the fruitfulness of one section of the country is helpful to all our people. The benefit of the enormous Lake traffic reaches to the Iowa farmer and to the New England manufacturer. The development of each part of the country curbs sectional animosity and encourages National sentiment. The same reason which wisely induced these expenditures applies with equal force to the expenditure of money to stimulate the shipping industries of the country. Money paid by the Government to build up this business will not

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be a loss. In the end it will be a profitable investment. The farmer who drains a swamp on his farm or increases the fertility of a poor streak of land by enriching it adds to the value of the whole farm, and eventually obtains ample returns from the expenditure.

Tin-plate, cutlery, and other products, when imported, have been subject to a customs charge because the labor cost required it in order to carry on any of this business successfully in this country. In the one case the assistance of the Government is rendered by a tariff rate; and in the other it would be by direct compensation. The vital proposition is that the Government builds up the industry by its intervention. The mode of procedure by which the result is attained is not so important. The Government should determine the most feasible kind of steamships to be used in our foreign trade, and then bids should be received for their construction in American yards, of American materials, and by American labor. Undoubtedly these ships will be more expensive than similar steamships built abroad, and the Government should aid the shipper who purchases the steamship by contributing sufficient to offset the excess of cost over the same ship constructed in a foreign shipyard, and possibly something more, until the industry becomes established. It then should make a contract to pay annually, for a series of years, sufficient to cover the extra cost of operation, including the subsidy aid by the foreign nations. In other words, the American shipper and builder should be given a fair chance to compete with his foreign rival. The shipping business in this country is languishing. Men will not invest in it unless they can be assured of assistance for a sufficient length of time to enable them to get the business well organized. The industry must be built up from the bottom, and a large amount of capital will be needed. After the business is properly established ships can be built at less cost than now. New machinery will be devised, the workmen will become trained, and the business systematized. Pursuing this course, we would soon have a series of American steel ships engaged in foreign traffic, and each one would be a messenger of American products and enterprise. When a sufficient number of rival steamship companies are established, engaged in the transshipment of foreign traffic, so that they are bidding for the business, the carrying cost will be much reduced. Two competing railway lines transport more traffic than one, and the freight charge is soon lowered and the facilities for speedy and safe carriage are improved.

The method of rendering aid should be carefully and systematically arranged and safeguarded, and committed to the Department of Commerce and Labor, or to a commission. A plan can be devised which will be just and fair and still shield the Government from imposition or extravagant outlay.

Our people are paying annually for the carriage of foreign traffic and passengers $200,000,000, all of which goes to benefit the ship-owner across the sea. A large portion of this sum might, by a comparatively small outlay, be retained to add to the wealth of this Nation. A decadent industry will be revived, and the material used in construction will be purchased in this country and an army of men will be employed. One-half of our population is within twenty miles of the ocean coast-line, yet the boys within this strip will not engage as seamen in ocean ships until they can be employed in American officered and manned vessels. If the Government is interested in maritime development and American steamships are permanently assured, there will be no difficulty in securing young men of this Nation to operate them. The natural business outlet for many of our young men near the coast is service on the ocean. The life is alluring, and, if good wages and steady employment are made certain, the requisite number of hardy, efficient, loyal seamen will be obtained, equipped for yeoman service in time of emergency.

If this aid were rendered by the Government, an important incidental benefit would result in that these ships would supply steel cruisers and transport auxiliaries in time of war. As Jefferson well said early in the history of the Nation, the merchant marine should be "a nursery" of naval power. In the Spanish-American War the Government was obliged to obtain steamships from Great Britain for

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the transportation of our soldiers. When the fleet of battle-ships made its famous trip around the world, it was a great humiliation to this Government that colliers to carry its fuel were hired of foreign Powers. The visit was intended to impress the nations of the earth with our transcendent strength on the sea, and yet, if we had been compelled to depend upon our own resources, the excursion could not have been made. No wonder the entrance to every foreign harbor of these magnificent battle-ships flying the American pennant invited attention, for the flag is a rare sight in any foreign port!

Each term of Congress appropriates from one hundred and twenty-five to one hundred and fifty millions of dollars to build battle-ships and cruisers, and the people approve the expenditures. In spite of the size, swiftness, superb construction, and efficient gun equipment of these men-of-war, the lack of transports, colliers, and trained American seamen renders them ineffective for actual conflict. A great naval Power cannot be maintained, except for mimic warfare and display, unless it is supported by the necessary transports and has a reserve of equipped loyal men to man the whole outfit.

The digging of the Panama Canal is the great project of the age. It is an outgrowth of the struggle for American commercial extension. It will be of little profit to the United States unless the people of this country transport their own foreign-bound products. It will be a great auxiliary in the expansion of our foreign traffic if used by American steamships. The Nation, by right of wealth, resources, and geographic vantage, is entitled to one-fifth of the carrying trade of the world instead of the pittance it now bears abroad.

Great Britain, by direct subsidies and mail subventions, pays annually about eight million dollars for the purpose of maintaining the ascendency of its merchant marine. In addition to contributions of this character, it loaned to the Cunard Company $13,000,000, at a low rate of interest and a far-off due date, to construct two steamships; and pays yearly to this company, under a twenty-year contract, about one million dollars ostensibly for the carriage of mails, really to sustain competition with the German steamship lines. Substantial aid of this kind has been rendered for years, until its shipping interests have become the virile power in its commercial ascendency. The Government owns no transport ships in connection with its navy, but its steamships are made adaptable for this service, and by agreement they can be chartered by the Government whenever demanded. In the event of a war among the European Powers the impressment of their merchant steamships in the navies would leave us without ships to carry on our foreign commerce. Germany for years gave little heed to the development of its shipping or the extension of its foreign commerce. Bismarck, with masterly comprehension of the needs of the Empire, adopted two great economic policies —protection to home industries by the imposition of customs duties, and the payment of compensation for the building and maintenance of German steamships. The Empire has developed its industries by tremendous leaps under the fostering care of the Government, and it is the close commercial competitor of Great Britain on the sea.

France pays for the maintenance of its merchant marine nearly seven million dollars yearly, and each European nation is pursuing a similar policy. The statesmen of Japan, appreciating the necessity of extending its foreign traffic, have already built up a creditable line of steamships by liberal largesses to its shipowners. This progressive nation of the Orient pays for three vessels carrying the mails to our Pacific coast and return $600,000 annually, while we are doling out the pittance of $64,000 for five American-constructed steamships engaged in like service.

In order to resurrect our shipping interests there are, therefore, several factors in the problem to be considered. The difference in the cost of constructing and maintaining steamships is against us; the liberal governmental support given to the foreign lines and the fact that the companies operating them are well organized, with their business established, are handicaps to the extension of our merchant marine. Our statesmen must rise

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to the emergency and overcome these obstacles as Bismarck did in order to advance the commercial power of the German Empire. There must not be decadence of American statesmanship as well as of our shipping interests.

While the direct, open method of conferring aid by subsidies would seem to be most salutary, as already suggested, yet it is not a time to haggle over the manner in which Governmental support is to be furnished. The necessity for immediate, effective remedy is evident, and the advocates of particular antidotes should be willing to unite on some plan of restoration, even though it may not render the full measure of relief which in their view their especial plan would accomplish.

The developing trade most available to our people is that of the South American republics and that with Japan and China. The increasing surplus output naturally tributary to the magnificent harbors on the Pacific coast has no available market except in the Far East. Here, again, by location we are at least on an equal footing with our European rivals who are masterfully striving to gain supremacy in this traffic. The completion of the Panama Canal will make the western republics of South America and the Asiatic nations more accessible to the cities along the Atlantic shore and on the Gulf of Mexico. Aid in the construction of ships and subsidies should first be applied to steamships trading with these republics and with the nations of the Far Orient. If the expenditures fail to revive our shipping interests after a thorough trial, the plan can be abandoned and some other experiment attempted.

It is not well to accept the wholesale statements, spread abroad with so much zest, that the citizens of the Middle West are opposed to the payment of subsidies. Whenever a proposition has been considered, the American people are quite apt to reach a just conclusion in regard to it. They are not narrow-minded, and realize that a marked improvement in any great industry inures to the advantage of the people generally.

When Senator Hanna, of Ohio, was a candidate for re-election to the United States Senate, he was advised to fight shy of his record in favor of the payment of compensation to build up and maintain our deep-sea shipping. Instead of heeding this cowardly advice, he made his campaign on this issue, advising his constituents, if they were against subsidies, not to return him to the Senate, for his convictions were decidedly in favor of their payment. His campaign aroused enthusiasm, and his re-election was a flattering vindication of the position he had taken in the Senate. Harrison, McKinley, Taft, Allison, and Shaw, types of the best of the men of the Central West, have been explicit in supporting the payment of subsidies for the building up of our foreign carrying trade.

Nor should the sums awarded be niggardly bestowed. They should be adequate to put our ship-builders and shippers on an equal plane with their across-the-sea competitors. Probably the aggregate appropriations required for this purpose for the next fifteen years would be no greater than are now made at each term of Congress for the improvement of rivers and harbors, and the returning benefit in commercial growth and actually added wealth would demonstrate the wisdom of the investment.

The protective policy is a fixture with us. The controversies at present are over the schedules, the rates to be imposed on imported articles, not over the expediency or inexpediency of duties for the benefit of our industries. We have got away from that phase of the economic question. The reason originally assigned for the policy was its necessity for the safeguarding and strengthening of our infant industries. The merchant marine is infantile, and more in need of aid than any industry in the early days of the Republic, when its citizens were struggling to gain a foothold. If the products of the soil and of the mill are to be protected, like aid should be given to our deep-sea shipping interest, which is the great factor in our foreign commerce.

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THE AMATEUR WIRELESS OPERATOR

BY ROBERT A. MORTON

PRACTICALLY every passenger-carrying steam vessel of any size in American waters, and many freight boats and even tugs, are equipped with wireless telegraphy. Every ship in the American navy, including colliers and revenue cutters, carries wireless operators, and for the purpose of keeping in touch with naval vessels at sea the Navy Department has constructed a line of shore stations reaching from Maine to Alaska.

In the last two years another wireless system has been gradually developing, a system that has far outstripped all others in size and popularity. It is estimated that throughout the United States over four thousand amateur wireless telegraph stations are in active operation. Hundreds of school-boys in every part of the country have taken to this most popular scientific fad, and, by copying the instruments used at the regular stations and constructing apparatus out of all kinds of electrical junk, have built wireless equipments that in some cases approach the naval stations in efficiency. These amateur operators have learned the commercial and naval telegraph codes and are able to receive the Government wireless despatches as accurately and promptly as the naval operators for whom they are intended. Official despatches sent out to naval vessels at sea from the shore stations of the navy become the common property of any amateur who takes the trouble to copy them on paper. Moreover, in some localities, amateur stations have interfered with the reception of Government messages, and have been responsible for long delays in the forwarding of official business. The efficiency of a number of the coastal stations of the navy has been cut in half because of the presence of dozens of small amateur stations.

Boston is the headquarters of some five hundred amateur operators, a number of whom can put the Charlestown Navy-Yard completely out of commission as regards the receiving of messages. A single amateur station of low power can absolutely prevent the reception of wireless messages at this as well as at other naval stations. New York, Washington, and Baltimore have several hundred amateurs each, and a similar line of amateur stations extends along the Pacific coast from California to Alaska. In the interior the amateur forces reach into the thousands. A town of nine hundred inhabitants in upper New York State is the proud possessor of twenty-eight amateur wireless stations. Three electrical publications cater almost exclusively to these operators, and several manufacturers of electrical apparatus advertise wireless instruments for amateurs guaranteed to work up to several hundred miles.

The result of this interest in wireless is the creation of the problem of the so-called amateur interference, a problem which, especially for the Navy Department, has reached threatening proportions.

In a remarkably short interval of time wireless telegraphy has come to exercise an important function in the marine service. By means of the shore stations of the commercial companies, press despatches, storm warnings, weather reports, etc., are regularly transmitted to ships at sea. Captains of vessels keep in touch with each other and with the home office, and reports of wrecks, derelicts, threatening weather, or orders from the company's headquarters are sent over the land telegraph lines to and from the most convenient coastal stations. Every ship operator sends in regular reports, giving the approximate position of the vessel at a certain time, together with any other important information at hand. Thus the position and distance of a ship at sea may be determined at short notice, and, in case of emergency, every vessel within a certain radius may be ordered to hurry to the assistance of the ship in distress.

In addition to the naval stations on board ship, a large number of naval shore stations are in operation at the principal navy-yards, forts, and lighthouses on both sides of the continent. These stations are supposed to keep in touch with naval vessels in the vicinity, to send out weather reports, receive official messages from all

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ships, handle the routine business of the department, and to be ready for any cases of emergency. The naval wireless system is thus a distinct part of the National defense, and no efforts should be spared to keep the equipment thoroughly modern and efficient.

Every consideration, therefore, points to the conclusion that any needless interference with, or interruption of, wireless communication is directed against public safety and National organization.

During the anxious hours that followed the collision between the Republic and the Florida, last January, the naval stations at Portsmouth, Charlestown, and Newport were often incapacitated through the working of amateur stations. Later, when the revenue cutters were standing by the Republic, communication with the land was at times entirely cut off for the same reason. Again and again the naval operators explained the situation and requested the amateurs not to use their instruments. Regardless of the warning, the interference continued, a number of the amateurs carrying on private conversations for hours.

The sinking of the steamship Horatio Hall was attended by similar circumstances. No sooner had the emergency call been sent out from that vessel than dozens of amateur operators started up their apparatus. Requests from the naval stations were treated with indifference, some of the amateurs even arguing with the navy men over the ownership of the ether. That the thoughtless and even malicious interference of the amateurs did not have serious results was a fortunate accident.

In order to appreciate fully the amateur question, it will be necessary to get a clear idea of the scientific meaning of the term "interference." Wireless messages are radiated through space in the form of electric waves or vibrations in the ether. Each dot and dash, representing a character in the telegraph code, is made up of thousands of electromagnetic waves that originate at the transmitting apparatus and fly off in every direction with the velocity of light, or 186,000 miles per second. The sending station contains instruments for the artificial production of these waves, while the receiving station must have apparatus sensitive enough to detect the presence of the waves, and to convert the energy received into intelligible signals. The familiar analogy of the motion of a wave in water may serve to illustrate the propagation of a vibratory disturbance in the ether. When a stone is thrown into the water, a series of ripples gradually spread outward in the form of circles. As the ripples leave the center of the original disturbance farther and farther behind, their strength diminishes until finally they fade away completely. It is clear that a chip of wood placed close to the center of the circle will be more violently agitated than a similar chip placed at a greater distance where the waves are correspondingly weaker.

In much the same way, the electromagnetic waves spread out in all directions from the aerial of a wireless telegraph station, gradually becoming weaker as the distance increases. If the chips of wood are now replaced by wireless receiving stations, it may be seen that the receiving instruments nearer the transmitting station will be more strongly affected by the electric waves than those situated at a greater distance. Thus a wireless message is received at all stations within the circumference of a circle that depends upon the strength of the sending apparatus and the sensitiveness of the receiving instruments, and the nearer the station the clearer will be the signal.

Suppose, now, a coastal station is receiving a wireless message from a ship at sea, perhaps one hundred miles distant. Because of the distance the signals must travel, the dots and dashes are rather faint. Suddenly an amateur station within a few miles of the coastal station begins to transmit a message. Although the power of the amateur station may be small compared with that of the ship, it is much nearer to the coastal station, and its signals at that station will sound considerably louder than the signals from the distant ship. In other words, two separate series of waves reach the shore station together, and those produced by the amateur station, being the stronger, drown out the incoming signals from the sea. The shore operator finds it impossible to receive distant messages while the amateur station is working. Roughly

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speaking, this is what is meant by "amateur interference."

It may now be readily understood why many of the naval stations are completely at the mercy of the neighboring amateurs. From early in the afternoon until late at night the amateur operators take possession of the ether, experimenting and testing with their apparatus, calling up their friends, carrying on long conversations on every conceivable topic, and occasionally varying the monotony by sounding the call letters of the nearest naval operator and inquiring about his health. This last seldom fails to call forth the wrath of the navy representative, and the heated wireless conversation that often follows is eagerly listened to by the rest of the amateurs, who sometimes join in the discussion. A Boston amateur, when recently told by a naval operator to "butt out," made the following classic remark: "Say, you navy people think you own the ether. Who ever heard of the navy, anyway? Beat it, you, beat it."

An interesting record of amateur gossip as it is carried on over the ether has been compiled by one of the naval operators. The following selection is typical of the aerial chat that goes on for hours:

"How do you get me to-day? I am using my new transformer and my helix is hitched up different. How are your batteries holding out? Say, old man, I get you fine as silk. You have the navy skun a mile. My aerial came down last night, but I fixed it up again. Did you go to that show last night you spoke about? I have been too busy to go to town this week. Have you got any number thirty-two copper wire? Thought you would drop over last week. Say, old man, I met your lady friend yesterday. Ha, ha! Quit your kidding. Say, do you know the fellow who is putting up a new station out your way? I think he is a ham. Will call you up in ten minutes. Say, old man, must go to supper now, but will be on the rest of the night. O.K., O.K., will see you later."

During this time the naval stations are cut off from communication except for short distances. At times, when important messages are expected, the amateurs are told to "break," and a few stop their instruments until the official despatches are received. Others continue, regardless of the warning, and hold up all departmental business in the vicinity unless the naval operator is able to copy a few words of the message between breaks in the amateur conversation. This results in long delays, which in a case of emergency might have serious consequences. It has been said that during certain hours of the day and night when the amateurs are out in full force a dozen ships might send out the emergency call without being heard at the shore stations. Only a very few of the amateurs have apparatus powerful enough to cause interference any great distance off the coast, and the trouble is therefore confined mainly to the coastal stations. Except when close to land, or when entering port, the ship operators experience little or no difficulty from this cause. The owners of high-power private stations capable of long-distance work have heretofore used their apparatus for scientific purposes only, and have been careful to avoid interfering with the regular operation of the naval and commercial stations. But in recent months a number of high-power stations have been erected by less responsible amateurs, and a single station of this description with a sending radius of a hundred miles or more can seriously reduce the efficiency of ship as well as of shore stations.

Amateur interference can be eliminated only by one or both of two means: either the building of amateur stations must be prohibited or at least regulated by law, or the Navy Department and the commercial companies must adopt improved apparatus designed to prevent certain forms of interference, and so regulate the operation of their stations as to be immune from the accidental or malicious interfering of amateur operators. Although at first glance the former method would appear the simpler and more effective remedy, a careful consideration of the entire question of interference leads at once to the conclusion that, unless accompanied by scientific measures, legal action cannot bring about a satisfactory and efficient adjustment of the situation. The fundamental issue lies deeper than the amateur operator, and is plainly a matter for scientific as well as for legal solution. It is obvious that the

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agitation of the various wireless interests for the suppression of the amateur is only the first sign of a movement that must eventually result in a universal adjustment of the relations between the rival wireless telegraph companies and the naval systems, an adjustment that will require the services of both the scientist and the lawyer. Because of its nature, the ether, as a medium of international communication, will require safeguards in the form of wise restrictions and regulations, much as a city thoroughfare or other institution involving public safety and convenience demands efficient organization for the public good.

Up to recent times the naval and commercial wireless stations have not been seriously inconvenienced by mutual interference. Although in many cases several stations are located in the same vicinity, and each would, under present means and methods of operation, interfere with the others unless care were taken to avoid conflict, but little trouble of this nature has been experienced. Each operator respects the rights of his neighbor and is careful not to "butt in" when messages are received. Thus in New York City, probably the busiest wireless spot in the world, a dozen naval and commercial stations have worked side by side with comparatively slight friction. But it should be noted that these harmonious conditions are the result of experience that has proven such co-operation absolutely necessary under present operating methods. For any programme that compels five stations to suspend all business while the sixth is working is obviously a waste that seriously reduces the efficiency of all stations involved. The construction of new coastal stations and the increasing number of ship outfits have brought matters to a point that demonstrates the total inability of means now in use to relieve interference difficulties without a systematic revision. It would thus seem that, leaving the amateur out of consideration, the naval and commercial interests are already involved in serious troubles due to interference.

The first few years of wireless development in the commercial field witnessed the growth of a number of large companies, each working in its chosen territory with comparatively little competition. Under these circumstances wireless interference, except for a few specific cases, was not a cause for great complaint. More recently the rapid spreading and overlapping of the different commercial systems, the growth of the naval systems, the building of long-distance stations, and the consequent increase in the number of messages transmitted, have brought about what might be termed a congestion of aerial traffic. In 1906 the governments of the world, recognizing the need for a systematic regulation of wireless service, called together at Berlin the International Wireless Telegraph Conference. The plan finally drawn up by that body was signed by the representatives of twenty-seven countries, including the United States. Later, however, Congress refused to ratify the convention, the adoption of which would have given the Government control over all wireless systems in this country. Without discussing the effectiveness or ineffectiveness of the instrument as a whole, it is enough to note that in failing to indorse the Berlin Convention the Government gave up an opportunity to settle once and for all the case of the amateur operator. At present the Navy Department has no authority to deal with the amateur situation. Just how such authority is to be obtained is an interesting question, more especially in view of the fact that, in the general opinion of experts, at least eighty per cent of all wireless interference now experienced could be eliminated by the use of improved apparatus, together with the adoption of a special system of wave-lengths for the different wireless systems.

Every wireless telegraph station may be constructed in such a manner as to send out electro-magnetic waves of a given length or period. In order to respond to these waves, the instruments at the receiving station must be adjusted to correspond to the wave-length, or period of oscillation of the transmitting apparatus. The adjustment of the receiving instruments to the incoming wave is called "tuning." If the wave-length of a station is fixed at, say, four hundred meters, messages from this station can be received at a distant station only in case the receiving instruments are tuned to approximately four hundred meters. With the latest

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improved apparatus for selective tuning, the wave must closely approach the tune of the instrument to be detected, and of a number of conflicting waves of slightly different lengths, any one may be received and the rest excluded. On the other hand, two or more waves of the same or nearly the same length cannot be separated and tuned out as desired, and will interfere one with the other. Without going into technical details, it should be seen that, even with the most selective apparatus, a number of wireless stations of about the same wave-length in the immediate vicinity must of necessity cause interference when more than one station is in operation at a time. Also, that the more selective the receiving instruments are, the greater is the number of stations that may work without mutual interference. The fact that practically all government, commercial, and amateur wireless stations are built for the same or approximately the same wave-length, and that not one in twenty is equipped with selective instruments, at once accounts for the greater part of interference difficulties, and also suggests two obvious remedies—the use of improved apparatus and of a system of varied wave-lengths.

Suppose, for example, that the naval stations increase the length of their official wave to eight hundred meters and that the commercial companies adopt a series of wave-lengths varying by perhaps ten or twenty per cent. The use of selective instruments would then permit the simultaneous operation of the different groups of stations. Thus the naval stations might transmit their official despatches regardless of the operation of the hundreds of commercial establishments, or of the thousands of amateurs, who of course could be allowed to play with a non-interfering wave of limited range. By improved apparatus is meant both sending and receiving instruments, the former capable of sending out waves which for reception require the close adjustment of the latter. Such apparatus has long been known to the laboratory, and is the property of no one scientist or manufacturer. A number of new stations are employing this method with entire success, and it is obvious that all stations that suffer from interference must finally be protected by a means advocated by experts as offering the only permanent solution now available for the problem of interference.

Objection has been made that a system of special wave-lengths would hinder communication between stations in cases of emergency. This difficulty may readily be avoided by the use of a standard wave for calling purposes in connection with the regular wave of the particular station. An operator wishing to communicate with any given station may sound the call signal of the station by means of the standard or universal wave. The receiving instruments of stations awaiting a call would be tuned to the universal wave, and when the desired station responds and communication is thus established, both operators, by a simple adjustment, may change over to the special wave and proceed with their business undisturbed. As the continued growth of wireless systems will doubtless further complicate the conditions of interference, it may be necessary to arrange for a more elaborate system of wave-lengths than here suggested. At present, however, the plan as outlined will easily meet the needs of the occasion.

Clearly, therefore, the cure for wireless interference does not hinge alone on the extermination of the amateur operator. That the naval and commercial systems are suffering severely from amateur interference is an undeniable fact. Equally is it true that the amateur must be checked to some extent through legal procedure. He is, however, by no means the most important factor in the interference situation. Although his carelessness and ignorance have often been a source of just complaint, and his presence under present conditions inevitably adds much to the increasing difficulties of efficient wireless operation, there seems little necessity for the militia or a special session of Congress to dispose of his case. A slight amount of regulation will easily suffice to prevent the abuse by the irresponsible school-boy of his latest scientific toy. What is a more important need by far is the intelligent co-operation of the several wireless interests for the purpose of utilizing the latest products of the laboratory in a systematic effort to eliminate defects in methods of operation due, in part, to the rapid and unstandardized development of the science.

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TWO LADIES OF THE COURT OF LOUIS XIV

BY ELIZABETH WALLACE

A LITTLE maid of eleven years, the daughter of Victor Amadeus II, Duke of Savoy, was the means chosen by her father and Louis XIV of France to seal an alliance and complete a tedious course of wily diplomacy resulting in the cession of long-disputed territory; Savoy was the gainer in land, while France welcomed a happy child who was to be the mother of Louis XV. She is called "A Rose of Savoy" [1] in the well-written record of her life and times by H. Noel Williams. Her freshness of spirit and gift of bestowing happiness were not diminished during her short life. From the first she bewitched Louis XIV, who at the time of her advent into his court was "old and respectable," living soberly under the influence of Madame de Maintenon. For many years France and Savoy had been fencing, the latter using every means, fair or foul, to circumvent its powerful antagonist, yet in itself a power largely because of its geographical position and political significance. Victor Amadeus II came as near success as possible in the dangerous feat of carrying water on both shoulders. His joy when at length his daughter was received as the bride of the Duc de Bourgogne, grandson of Louis XIV and prospective King of France, was almost grotesque in its manifestation. The author's command of facts and his lucid style lay the reader under a debt of obligation in the admirable presentation he makes of this period of history.

The little Princess Marie Adelaide welcomed the change from a somewhat restricted life in the companionship of her sadly neglected mother, the daughter of Philippe of Orleans, Louis XIV's younger brother.

She immediately captivated her royal great-uncle and Madame de Maintenon, treating them both more like human beings than they had ever been treated before. Indeed, the letters of Madame, second wife of Philippe, her step-grandmother, disclose a critical and disapproving spirit, and frequent mention of bad manners laughed at and allowed in the child by her indulgent relatives. However, in the two years, beginning when she was eleven years old, spent at the French Court, really as a hostage to insure her father's good behavior, her manners improved and she won all hearts. At thirteen she was formally wedded to the Duc de Bourgogne amid great rejoicing. She became the gayest of the gay, fond of gaming, and devoted to extravagant dress. But these were common foibles and were regarded with complaisance.

The young Duc de Bourgogne had been an attached pupil of Fénelon, who instilled into his mind many noble principles of conduct and encouraged a certain gravity of demeanor. At first the two young people were most happy together; later the gay Duchesse laughed at the austerities of her spouse, and there was a lack of sympathy between them. The birth of sons, however, satisfied the desire of Louis XIV, and bound the Duc and Duchesse more closely.

But it is the court life and the part played in it by the young Duchesse, with the lively comments of contemporaries, that lead us to another view of the same period. We turn to the vivacious letters of Madame, second wife of Monsieur, Duc d'Orléans, for frank descriptions of great personages and free comment upon every detail of French court life. "A Lady of the Old Régime," [1] Elizabeth Charlotte of Bavaria, became the stepmother of the Duchess of Savoy and a sharp critic of her little daughter upon her reception in France. She is described by her biographer, Ernest F. Henderson, as original, warm-hearted, and so natural that she stands out in bold relief against the artificial background of Louis XIV's Court. Her keen observation and pic-

[1] A Rose of Savoy. By H. Noel Williams. Charles Scribner's Sons, New York.

[1] A Lady of the Old Régime. By Ernest F. Henderson. The Macmillan Company, New York. $2.80.

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turesque, downright language make her letters to her aunt, Sophia, Electress of Hanover, most entertaining. Madame had been in France, taking notes, for twenty-five years before the little Duchesse arrived, and her knowledge of men and manners was quite extended and definite. As a bride she analyzed and contrasted the brothers, her husband and the King, in ruthless fashion. On the whole she gave the preference to the King, but, as she might have expressed it herself, she never could abide Madame de Maintenon. Proud of her own birth, she looked upon her as an upstart. "How should the Rumpumpel have learned to live with people of my kind?" she writes. "She has passed her life with people of another kind." Her hatred was implacable for years. She believed every evil of the "Pantocrate," as she called her. She laid the course pursued culminating in the revocation of the Edict of Nantes at the door of Madame de Maintenon, and exclaimed bitterly, "Where the devil cannot go himself he sends an old woman." She describes her as the King's shadow, and, "since the King has the sun for his emblem, one may well call the old woman the eclipse. . . . The spots of the real eclipse disappear in a few hours, but these spots will last as long as the old woman lives." In a brilliant book by the late Arvède Barine (Madame Charles Vincens) a new light is thrown upon this attitude of Madame. Her heart was true to her own country, and "the French never consoled her for being in France;" she seemed completely incapable of understanding the French mind. During the supremacy of Madame de Montespan, whom she abhorred, her real comradeship with the King was not disturbed. She brought to him all her troubles, and was kindly and sympathetically received. But upon the advent of Madame de Maintenon and her marriage to Louis XIV the atmosphere chilled. The province of friendship was invaded. The King turned from Madame to his wife, and, although the French courtiers smiled in amusement over the situation, seeing, what Madame was really unconscious of, that she was torn by jealousy, she only realized that her "idol," the King, was taken from her, and with all her strong nature she hated the woman who usurped her place. This is the explanation given by Arvède Barine in "Madame, Mother of the Regent,"[1] and she fortifies her position by quotations from the letters of Madame de Sévigné to her daughter. Poor Liselotte, as she was called by her family, had only a few years of happiness in her half-century of life in France, and these were dependent upon the favoring smiles of her King. She was continually harassed by the demands for help from her impecunious and wretched relatives, and it is intimated by her French biographer that she was incurably selfish toward them all. She pleaded "beggary," but the actual amounts of money she received from various sources tell another tale. Her later days were spent in writing voluminous letters shut up in her own apartments. She despised the courtiers, and was not a welcome member of the gay circle. It is an interesting study to contrast the English and French biographers' view-point in these two volumes. To return to Mr. Henderson's account: Naturally Madame would resent any friendship between the hated "old lady" and the little Duchesse. She accuses the latter of precocious diplomacy. "She pays little attention to her grandfather and hardly looks at my son or me; but the moment she sees Madame de Maintenon she smiles at her and goes to her with open arms. . . . We are all children once more," and apropos of a game of blind man's buff, Madame remarks, "It did me good to tear round a little." Later, however, Madame modified her severe judgments of the young Duc and Duchesse and heartily loved and admired them both. She objected more vigorously to the prudishness of the young Duc than to his devoutness, though she declared that she could not endure praying kings—"that is not what God put them on their thrones for. . . . Let them pray morning and evening, and make their subjects happy the rest of the time." She comments with biting sarcasm upon the "crazy" customs and fashions of France. She was supposed, upon her marriage, to have been made a good Catholic, but her adjuration of Protestantism was most perfunctory.

[1] Madame, Mother of the Regent. By Arvède Barine. Translated by Jeanne Mairet. G. P. Putnam's Sons, New York. $3.

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She argued with her confessor, and, though she attended church faithfully, she took refuge in sleep, declaring that she hated "to hear a fellow yelling in the pulpit whom one may not even interrupt." At first the King tried to keep her awake, but she writes later that "his Majesty lets me sleep in sermon now." She was the soul of virtue herself, but had no objection to associating with women less particular. "The way to associate with those who are so amusing, but of light conduct, is to believe nothing and only listen to their conversation. . . . I put up with all sorts of people," she said, as indeed she had to in the Court of Louis XIV. She regarded Madame de Montespan as the wickedest woman in the world; she was fond of Madame de la Vallière, and considered her more sinned against than sinning; of Madame de Maintenon she often expressed her opinion, yet in the last days of the King she softened toward her rival in Court influence.

Disciplined by the death of two sons and sobered by the necessity of meeting and destroying a plot to estrange her husband and herself from the King, the young Duchesse de Bourgogne rapidly matured. The terrible suffering from cold and famine in 1708 penetrated even to the Court, and the Duc and Duchesse were lavish in their charities. In Paris, Madame writes, the people died from cold like flies. "One cannot go out without being followed by people who are black with hunger." Food riots broke out in several towns. The Duc parted with his most valuable possessions, and in 1709, when he was told that the misery still continued, he gave to the curé of Versailles his gems, saying: "Since we have no money and the poor are dying of hunger, *dic ut lapides isti panes fiant;*" and the stones were changed into bread. In 1710 the future Louis XV was born, and his young mother frankly regarded him as "the prettiest child in the world." When the Duc succeeded to the title of Dauphin, on the death of his father, he and the Duchesse became immensely popular. The hopes of all France were centered in them. Even Madame admitted improvement, and declared in 1711 that the Dauphin now "preaches little," but devotes himself to projects for the good of his people. Of the Dauphine, Madame de Maintenon writes, "There is no Frenchwoman more devoted to the welfare of this country than she."

But these hopes were not to be realized. The year 1712 saw the death of the two, upon whom the future of France hung, Saint-Simon is the chronicler of these great events, and philosophizes at length upon the tragedy. The death of the Dauphin and Dauphine was followed by the serious illness of their two sons and the death of the elder. In this cataclysm Madame is overcome with sympathy for the old King, and writes that she cannot look at him without tears coming into her eyes. She believes that the Dauphin died of grief, because they found his heart "withered and flat." Once more she was admitted freely to the King's private chamber, and tried to cheer him. She even softens toward Madame de Maintenon. Her own troubles are not light, and she writes bitter things of the régime of Madame de Berry, who was now first lady of the Court. Upon the death of the Duc de Berry, Madame reassumed the duties of first lady, and so in the turn of fortune's wheel her life extended from a quarter-century before the Rose of Savoy brightened the Court of France, through all the gay and tragic events, including the death of Louis XIV and the Regency of her son, until 1722. In all her grandeur and importance she retains her whimsical humor. In 1718 she laid a corner-stone, and says: "I had to give my blessing; that made me laugh—it's a fine thing, my blessing!" Upon the death of Madame de Maintenon, in 1719, Madame comments: "This morning I heard that the old Maintenon went round the corner yesterday between four and five in the evening. What a blessing if this had happened thirty and some years ago!" She was horrified at the wickedness of Paris under the Regency, and wondered that all France did not fall like Sodom and Gomorrah. She survived until the coronation, at Rheims, of Louis XV, in 1722, but the exertion of attendance upon that function was her death-blow.

She wrote five days before her death, "Thank God I am prepared to die, and I only pray for strength to die bravely." She had not seen the correspondent to

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whom she wrote these lines for fifty-two years, but had long written to her by every mail.

"Well might Saint-Simon say of Madame, 'She was capable of tender and inviolable friendship.'"

Each of the three books carries its own claim to consideration, and taken together they offer unusual attractions. "A Rose of Savoy" is distinguished by the clear-sighted justice of historical statement known to the readers of Mr. H. Noel Williams's writings. His admirable style is warmed by a deep human interest. In "A Lady of the Old Régime" Mr. Henderson gossips engagingly and gives intimate glimpses of his subject, carefully guarding against any revelation that might bring a blush to the cheek of the British matron. Arvède Barine presents a glowing picture of the times, touches her pages with her own individuality, and discloses much besides mere facts. She expresses opinions, draws conclusions, and gives impressions that add much of value to her work.

The illustrations in all the volumes are excellent; taken together, they form a representative gallery of the times of Louis XIV.

THE NEW BOOKS

The two concluding stanzas of the verses introducing Mrs. Roger A. Pryor's charming reminiscences are of the same constant and cheerful spirit that shines throughout the entire record. In "My Day: Reminiscences of a Long Life" the author does not enter into the especial detail given in a previous volume upon the Civil War times. She recalls a happy, free girlhood, surrounded by many congenial friends and relatives, too soon shadowed by the coming storm. The picture of old-time Southern society, while easily paralleled in Northern circles, is peculiarly attractive and somewhat more demure and religious than we might expect. The atmosphere of grave theological thought in which Mrs. Pryor grew up stimulated her naturally bright mind and gave strength to her convictions of right. She commands a witty pen. She has keen perception and a most lovely and loyal womanhood. While never hesitating to describe the sufferings inflicted by war upon women and children, she also recognizes them as an inseparable part of the evil. She dwells lightly upon privations, and her humor and courage brighten many a page that must have been painful living for her and her family. Her regard for Southern traditions was broadened beyond narrow provincial bounds by later knowledge of life. After the war she and her "General," with their children, began life anew in Brooklyn. She accepted her strange surroundings with cheerfulness, and lived for a while in an obscurity almost grotesque when contrasted with her prominence and the wide social circle she had enjoyed all her life. Her stories of domestic exigencies in Brooklyn are hardly less entertaining than those she relates of her Southern experiences during the war. As General Pryor established himself in the law and the family fortunes recovered, Mrs. Pryor naturally entered into the activities of her position, and met many interesting people. Mrs. Botta, Charlotte Cushman, Helena Modjeska, besides many officers of the Northern army, came within her attractive influence. Bishop Potter presented her to General Sherman, and she declares she was so wrought upon by the awful presence that she exclaimed: "Oh! General Sherman! *Never* did I think I should find myself in the same boat with *you!*" He looked at her gravely for a moment and replied, "Now see here, I'm not as black as I am painted." He asked permission to call, and did so later. Of the Saint-Gaudens statue she says: "The angel may bear, to some eyes, a palm of victory and proclaim, 'Fame, honor, immortality, to him whom I lead.' To the eye of the Southerner the winged figure bears a rod, and the bronze lips a warning—'Beware!'" General and Mrs. Hancock and General and Mrs. Grant were her warm friends. She met General and Mrs. Sheridan at a reception given by Mrs. Grant, thinking. "If he can stand it, I can." She won the admiration of the little warrior who had kept her a prisoner in her rooms for ten days while he and his staff occupied her house in Petersburg. In more recent years Mrs. Pryor has been efficient in public benefactions, managing successfully several large enterprises for raising relief money. The whole book sparkles with wit and glows with true pathos. Mrs. Pryor is one of a noble group of loyal, intelligent, cultivated women of good birth, found in every part of our country in the early sixties and before, who reflect honor upon the social conditions of their day. (The Macmillan Company, New York. $2.25.)

So exceptional and vivid a personality as that of the beautiful granddaughter of Richard Brinsley Sheridan might inspire the most perfunctory biographer; but when,

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added to the life interest, the author is moved to defend a character that has suffered for years from misapprehension, the result must be of unusual quality. "The Life of the Honorable Mrs. Norton" is thus written by Jane Gray Perkins, and very well written it is. Of extraordinary beauty, Caroline Sheridan inherited a nature that must account to a large degree for her stormy career, as well as for her undoubted talents. Her reputation as a poetess and writer was high in the early part of the last century. To-day but little is known of her outpourings except a sentimental song or two still caroled by young people on moonlight nights. When she was very young, she was married to George Norton, from whom she was finally separated. It is not necessary to enter into the painful history of her married life except to say that, because of her experiences, and out of her experiences, she wrote. It is true that her "creative imagination never approached the fineness of her observation." Her peculiar talent lay in the force and vividness with which she put her own impressions into words. But aside from her forgotten novels and her sentimental poems, it is strange that her impassioned political pamphlets are so little remembered. Touched to the depths of her ardent soul by the injustice of British law, which denied a married woman any right either in her children or in her property, after her separation from her impossible husband she bent her energies to the revision of these laws. By personal appeal and by really remarkable writing she certainly influenced the lawmakers towards reform. She prepared a bill upon Infant Custody (to shorten the cumbrous title), which was taken up by Sergeant Talfourd, but failed to pass because of a combination of unforeseen circumstances, in 1837, and again in 1838. In the following year, however, the "bill was carried, not only through the House of Commons, but through that cave of Conservative opposition to every Liberal measure, the Lords." Curious as it may seem to the present-day suffragists, Mrs. Norton declared herself as opposed to any theory of "equal rights." She says: "I, for one (I, with millions more), believe in the natural superiority of man as I do in the existence of God. The natural position of woman is inferiority to man. Amen! That is a thing of God's appointing, not of man's devising." Women had only one right, she was constantly declaring, and that was to protection from those wiser and stronger than themselves. She submitted to the appropriation of her inheritance from her own mother by her alienated husband, supported herself and her sons largely by her writing, and only struggled against his injustice when her husband actually got possession of her copyrights. She wrote a pamphlet on "English Laws for Women" in 1853, which began with a quotation from Dickens: "It won't do to have Truth and Justice on our side; we must have Law and Lawyers." Goaded by her own sufferings, she was often too violent, yet Lord Brougham declared it as clever a thing as ever was written. It certainly contributed to the change of the divorce laws. By tongue and pen she urged reforms, so that, when the bill was finally passed, it really was a sort of Bill of Rights for married women. Yet in the present agitation in England her work is forgotten. She has always been regarded as the model upon which George Meredith fashioned "Diana of the Crossways." Her biographer denies at least one slanderous incident circulated through that novel, and brings sound proofs to refute it. In 1845 it was rumored that Government secrets regarding the repeal of the Corn Laws had been betrayed. George Meredith credits Diana with this base act. An authority in the "Edinburgh Review" states that the story is absolutely false in every particular; there was no sort of intrigue or bribery in the action. Mrs. Norton's biographer declares this to be but one of the many unkind and unjust aspersions upon her character. Even her impulsive indiscretions would not allow such betrayal, trained as she was by association with men like Lord Melbourne, Sir James Graham, and her brother-in-law, Lord Seymour. In spite of a life harassed by every sort of humiliation, trial, bereavement, and hard work, her Irish spirit rose superior to her circumstances, and her letters are full of gay wit. Her beauty was extraordinary to the end, and she and her two sisters are still remembered as the three beautiful daughters of Tom Sheridan. Several portraits of Mrs. Norton adorn the volume. In all it is a well-arranged and just estimate of a sorely tried and impatient spirit whose fate was a hard one. (Henry Holt & Co., New York. $3.50.)

Probably no greater contrast could be found between contemporaneous narrators than is afforded in the recent biography of "Maria Edgeworth and Her Circle in the Days of Bonaparte and Bourbon," by Constance Hill (John Lane Company, New York, $6), and the voluminous "Memoirs of the Comtesse de Boigne" (Charles Scribner's Sons, New York, $2.50), published within two years. The second work was written without intention of publication, and contains the recollections of a life extending from 1781, before the French Revolution, to the Revolution of 1830, which made Louis Philippe King of France. It is a vivacious description of tremendous events, humanized by digressions into personalities touched with prejudice, and colored throughout with that indescribable glow inseparable from a high-bred and cultivated mind. Born at Versailles when her mother was in attendance upon Madame Adélaide, daughter of Louis XV, Mlle. d'Osmond was connected with some of the older royalist families of France. The first volume contains touching references to the unhappy Queen Marie Antoinette. Once when the little girl, frightened by the sight of the loved Queen apparently guarded as a prisoner, began to sob,

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she remembers that "the Queen knelt down, put her face against mine, and hid both our faces beneath my long fair hair, begging me to hide my tears. I felt that hers were falling. I can still hear her words, 'Hush, hush, Adèle!' She remained a long time in this position." Thus was the dark shadow of the coming Revolution thrown across the child's vision. Married early, the young Comtesse continued her association with men and women of importance both in England and France. Her opinion of English manners and customs is tempting to quote, but both that and her witty and highly sophisticated narrative of French events, with many lights thrown upon her contemporaries, must be left to the pleasure of the reader. She was a force to be reckoned with in all the political changes of the stirring period in which she lived. After the fall of Napoleon, Europe was once more opened to English visitors, who flocked eagerly to Paris. Among them was little Miss Maria Edgeworth, alive to her privileges, and welcomed because of her father's literary activities as well as her own. The present volume covers the first twenty years of the last century and dwells particularly upon Miss Edgeworth's excursions from her Irish home to France. The demure little authoress went about with her eyes open, and, while she comments pleasantly, she does not lack discrimination. The Comtesse de Boigne is unstinted in her admiration of Madame Récamier, for instance, while the Irish lady remarks: "She is very pretty and graceful, but nothing marvelous—except . . . she is *good* in every sense of the word." She gives a lively description of the visits she made, years apart, to Madame Récamier, the first when the lady lived in wonderful luxury, and the second after the decline in her fortunes, when they found her, just as gracious and beautiful, shut up in a tiny room in a convent, which she called her "cellule." It was in this retreat, l'Abbaye-aux-Bois, that in 1820 Miss Edgeworth met Madame de Boigne, "a charming woman," in company with Matthieu de Montmorenci and the ex-Queen of Sweden. The biographer of Miss Edgeworth quotes freely from Madame de Boigne's "Memoirs." Disturbances were not infrequent in the Paris streets at this time, and a riot about the charter of the Constitution gave occasion for one of Talleyrand's biting sayings. "The King," he remarked, "uses his charter as he uses his umbrella. He spreads it open in foul weather, but tucks it under his arm when the weather is fine." Here is Miss Edgeworth's opinion of Benjamin Constant: "I do not like him at all; his countenance, voice, manner, and conversation are all disagreeable to me. . . . He pokes out his chin to keep his spectacles on, and yet looks over the top of them, *squinching* up his eyes so you cannot see your way into his mind. He does not give me any confidence in the sincerity of his patriotism, nor any high idea of his talents, though he seems to have a mighty high idea of them himself." The Comtesse de Boigne tells a story of a long coach ride in company with Benjamin Constant and Madame de Staël, when even thunder, lightning, and rain passed unobserved over their heads, so lost was every one in the marvelous conversation being carried on between the two great talkers. After seven delightful months, Miss Edgeworth and her sisters left Paris, at the end of their third visit there, in 1820. The Comtesse de Boigne continues her recollections until 1830. She was deeply involved in all the dissensions that arose between the reigning house of Bourbon and that of Orléans. Her love and loyalty were with the latter, and her admiration of the Duchesse d'Orleans (daughter of the King of Naples) was profound. When, at length, the Duc d'Orléans succeeded to the throne of France, she said to the Comtesse: "Now that this crown of thorns is upon our head, we must wear it while life lasts, and we will lay down our lives for it, if necessary." Although Madame de Boigne modestly compares herself to the fly on the coach-wheel, she was an undoubted power in all the great political changes that took place in France during her womanhood.

The fifteen essays which make up Dr. Harry Thurston Peck's "Studies in Several Literatures" cover a wide range of subjects, from the Odyssey to the detective story, and include studies on Milton, Longfellow, Emerson, Poe as a story-writer, Hawthorne and "The Scarlet Letter." These estimates of American writers afford a good basis for the judgment of Dr. Peck's literary insight and attitude toward the art of writing. He is, as every one knows who reads current books, an extraordinarily vivacious and entertaining writer who effects the rare combination of real erudition with a journalistic sense of what is human and the freedom and dash of the journalistic style. There is an apparent contradiction between Dr. Peck's standards and his occasional performance; his respect for sound scholarship and his occasional lapses from taste and lack of reverence. With whatever material he deals, he shows entire familiarity with his theme, and he is unfailingly interesting, whether one agrees with him or not. His estimate of Longfellow shows the independence of his judgment; for Longfellow is often treated by scholarly writers with many reservations. He is much too popular to please the academic mind. Dr. Peck does not hesitate to admire him and to give him a very high place. He writes of Emerson with genuine enthusiasm, while his ardent advocacy of Anthony Trollope has undoubtedly contributed to the recent revival of interest in the works of that prolific and delightful novelist. Dr. Peck is fond of reminding his readers of the unheroic aspects of some popular heroes, and his essay on Milton has a good deal of journalistic ring for this reason. In like manner he disconcerted a

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good many of his readers not long ago by laying unusual emphasis on certain qualities in Tennyson which seemed to blur the outline of a very dignified and elevated figure. All that Dr. Peck has to say with regard to the seamy side of the lives of some of the literary heroes may be true, but occasionally one is tempted to feel that he finds too much pleasure in directing attention to these shadows and that he lays too great an emphasis upon them. (Dodd, Mead & Co., New York. $1.20.)

The beautiful frontispiece photograph of Saturn with his rings floating alone in vast space is in itself enough to attract the imaginative reader to the perusal of Professor Percival Lowell's "The Evolution of Worlds." Such a reader will find fascination as well as instruction in these revisions of a course of lectures delivered before the Massachusetts Institute of Technology. They are lucid and usually popular in their manner of writing, they are almost sumptuously printed and illustrated, and they treat such awe-inspiring topics as "The Birth of a Solar System," "The Formation of a Planet," and "The Death of a World." No pretense is made of answering insoluble problems. "What the solar system sprang from, and what it will eventually become, is alike matter devoid of light. Out of darkness into darkness again: such are the bourns of cosmic action." (The Macmillan Company, New York. $2.50.)

To his long list of books on archæology Professor Lanciani now adds "Wanderings in the Roman Campagna." Any wanderings with Signor Lanciani ought to be interesting. They are specially interesting when we find that he treats of the Campagna first as "The Land of Saturn," then as "The Land of Horace," then as that of Hadrian, then that of Gregory the Great, then that of Cicero, and, lastly, as that of Pliny the Younger and Nero. The idea is a capital one, to traverse this Roman Campagna in the company of this or that famous personality, and hence to reconstruct the life, say, of Cicero at his Tusculum villa or Horace on his Sabine farm. Human interest is thus emphasized, and we welcome it. Yet why should the supposedly learned professor confuse the unlearned mind of the man in the street by a strange chronological juxtaposition? It is all very well to begin with Saturn, but we would prefer to end with Gregory the Great. As to the text, the Lanciani style is hardly suited to this particular subject. The author gives us much information, of course, and in pleasantly untechnical language, bringing archæology within the scope of the general reader. We expected that from his previous volumes. But we have also a right to expect—especially from a Roman and a man of experience in writing—a text more expressive of an Italian's joy in his own landscape and in more æsthetic harmony with what the Campagna itself has to offer. No matter how valuable the scholarly discourse and human interest of the present volume, the lover of Italian scenery misses the words that should give to the uninstructed and untraveled reader a distincter idea of the Campagna's exceeding beauty. It is not only the wide, flat, barren domain it seems when one swiftly whirls through it in some plunging express train. It is as beautiful as it is archæologically interesting. Signor Lanciani may reply that the second fact alone concerns him. Yet he is now dealing with the country, not the town. In his second volume on the Campagna (for he hints that the present volume may have a successor) we hope that he will emphasize the æsthetic as well as the archæological. The present volume is profusely illustrated and is published in form similar to that of its predecessors by the same author. (Houghton Mifflin Company, Boston. $5.)

One of the greatest obstacles to social progress in America is the spirit of sectionalism. People divided by past issues and memories of past bitterness cannot deal as they should with the vital questions of the present. Everything, therefore, that tends to dissipate such past misunderstanding has a very practical value. For this reason such a book as "Virginia's Attitude toward Slavery and Secession," by Beverley B. Munford, is something more than a contribution to history. The usual explanation, so simple that it has gained wide acceptance, is that Virginia participated in the attempt at secession because the people of the State desired to perpetuate slavery and disrupt the Union. With an admirably dispassionate spirit, Mr. Munford cites well-established facts which show that the traditions of Virginia were hostile to slavery and were in strong support of the Union; that the policy of the Abolitionists in denouncing all slaveholders at the same time with their condemnation of slavery checked the anti-slavery movement in Virginia; that Virginians who later were leaders in the Confederacy were more loyal to the Union than the leaders of the Abolitionists; and that it was not the desire of Virginia to secede but the conviction on the part of Virginia that the Cotton States had the Constitutional and moral right to resist coercion that finally led Virginia to join the secession movement. It was in defense of the principle that the just powers of a government are derived from the consent of the governed that Virginia took up arms against the Federal Government. Whether Virginia was mistaken in this Mr. Munford does not discuss; but he makes it very clear that, whether mistaken or not, Virginia was fighting neither for slavery nor against union. We wish that his book might have a large circulation, especially in the North. (Longmans, Green & Co., New York. $2, net.)

As a portrayal, or rather representation, of unrestrained passion Wagner's music-drama "Tristan and Isolde" is tremendous. Its power lies not in its verse, nor in its dramatic

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structure, though both serve their purpose as a frame, but in its music. Richard Wagner was an inferior versifier; but he satisfied his own requirements as librettist—and that no one else would have done. The verse on which he hung his music has been put into English verse by Richard Le Gallienne without any intrinsic loss in the process, and has been printed in a sumptuous volume. In addition to this version of the drama there is a "critique," as it is called on the title-page, written by Edward Ziegler. This apologetically tells of Wagner's vulgar entanglement with Mathilde Wesendonck, by which he lashed himself into a mood that fitted him for composing the music of the drama, compares the drama with the other forms of the legend, presents an analysis of the music, recounts the early vicissitudes of the drama, and finally informs the reader that, whether he likes it or not, the canons of art, which seem to be identical with Mr. Ziegler's preferences, pronounce "Tristan and Isolde" a masterpiece. The book is provided with illustrations in color by George Alfred Williams. If anything could spoil this music-drama, it would be the effort to associate the heroic Tristan with the egotistical Wagner and the romantic Isolde with the silly Frau Wesendonck. (Frederick A. Stokes Company, New York. $6.)

Mrs. de la Pasture's novels are not great literature, but they are interesting, which is quite as important to the reader who wants to find in books a rest from a too strenuous life. Her characters are pleasant people and her stories are pleasant stories. "The Tyrant" is not quite the equal of "Peter's Mother" or the "Lonely Lady of Grosvenor Square," but, like them, it is a story, not a study nor a problem. The situations and the people are such as one might meet in ordinary life, and, meeting, one would be glad to meet again. "The Tyrant," it is true, is a brute of a husband, whom one detests, and the story centers around him, but he disappears at the end of the first third of the story and does not reappear until the end, just in time to die, so that the reader does not have to meet him to any alarming extent. The interest of the story is in the interplay of the characters; the drama is the drama of real life. (E. P. Dutton & Co., New York. $1.25.)

LETTERS TO THE OUTLOOK

THE POWER BEHIND THE THRONE

Referring to the article in the December 18 issue of The Outlook entitled "The Abolition of the House of Lords," will President Hyde please explain what he means by "Lumber Lords"? The plain inference is that those engaged in the lumber business receive from the Federal Government special privileges and are in position to demand special consideration. Having been engaged in this line of business for twenty-five years, I am more or less familiar with its organization, responsibilities, and opportunities. When a president of one of our colleges alleges or insinuates that we receive anything of this kind, I conclude that one of three things is true; namely, that the gentleman has been misinformed, or that he has adopted the methods of the "yellow" journalists, or that I have not been alive to my privileges.

Concerning the tariff, our protection (?) should be most acceptable to a moderate protectionist, such as President Hyde claims to be, and which I also am. Under the Dingley Bill the rough lumber tariff was $2 per thousand feet, or about ten per cent of the Canadian value, and under the Payne Bill it is $1.25 per thousand feet, or about six and one-half per cent. If a moderate protectionist can demand a less rate than this, then he is immoderate in his demands. As it is clear that we cannot be called "lords" because of tariff favoritism, I am curious to know on what other grounds we have earned that title.

Reference is made to one of the House members of the Committee of Conference, who is himself a lumberman, whom we are told exercised undue influence in the preparation of the Payne Tariff Bill. The gentleman referred to is a well-known lumberman and Congressman. If he is the type of man objected to and dubbed a "lord," then American ideals of citizenship will certainly have to be revised. Inheriting only that with which nature endowed him, he has won his way to the position he now holds in the line of business in which he is engaged, in the confidence of his constituents, in the councils of his party, and in the service of his country, by the exercise of those qualities of character which have heretofore been idealized in American thought and life—namely, thrift, energy, endurance, perseverance, keenness, kindness, grit, and "gumption." He has created his honorable position out of the forces of his own character in a "free for all" race. Is there any objection to this method of creating "lords"?

Without questioning the accuracy of the statement of President Hyde with reference to the circumstance in connection with the consideration of the Payne Bill by the Committee of Conference, it is not an uncommon thing for a minority to force a majority to accept its views, and frequently it is a most desirable thing. It ought to be objected to least of all by President Hyde, for in his article he says that he belongs to a class of independent voters, and that their position in politics "is like the steersman in a boat," and then goes on to show how this minority

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can compel the majority to consider and care for its own (the independent's) self-interest. The independents being in such a strong position as this, it would appear to be the very essence of selfishness for them to deny to one of the important industries of the country the right to employ the same tactics in preserving the very small measure of protection which it has received.

I want to take this opportunity to say that the increase in the price of lumber has not been brought about by an abnormal tariff, nor by combination of capital (trusts), nor by any artificial means whatever. Because of reckless charges in the public press and in Congress, the Federal Government appointed a commission to investigate this matter, and that commission ascertained what every man in the lumber business knows, namely, that there is no lumber trust, that there never has been one, and that there probably never will be one, and, moreover, that competition exists and prices fluctuate to a degree that would satisfy the most radical "trust-buster" known to the present generation.

I think it is not egotistical for me to call attention to this fact, but rather it is a just tribute to the industry, energy, and force of character of the men engaged in the lumber business, both as employers and laborers, that whereas those in other lines have found it necessary (?) to combine and force up values and their laborers have found it necessary (?) to form unions to increase their wages, and still others have received governmental favors, the lumbermen have accepted the natural conditions and adjusted their affairs to them, so that employers and employees have prospered to a degree equal to that of many other lines of industry, and have made the business one of the most important in the commercial world.

CHARLES HILL.

Northern Lumber Company,
New York City.

In response to Mr. Hill's letter, and at the suggestion of The Outlook, Dr. Hyde replies as follows:

If I add a word to the clear and vigorous communication of Mr. Hill, it is only to prevent any one who has not read or has forgotten my article from supposing that I ever said anything to which his just praise of worthy men could be considered a reply.

My criticism was not directed primarily against any particular schedule, but against the method by which all the schedules are determined. It is, however, a mistake to assume, as Mr. Hill does, that there is some average rate to which every producer is entitled on general principles, with reference to which a special rate, such as 10 or 6½ per cent, is low—moderate or low. Twenty-five per cent on one class of goods might be unprofitably low, five per cent on another class of goods might be extortionately high. In a scientifically constructed tariff, such as a competent tariff commission would prepare, everything would depend on conditions prevailing in the particular industry affected.

Again, I explicitly denied that a high protective tariff is the sole cause of high prices; while, in view of the fact that many of our protected products are not merely occasionally "dumped," but regularly sold in foreign markets for prices considerably lower than the prices which citizens who tax themselves to protect these products have to pay at home, Mr. Hill would hardly venture to deny that the tendency of a high tariff is to keep the prices of protected products up where the producers like to have them.

Mr. Hill's otherwise admirable communication illustrates the worst effect of the practice of using political power for private ends—the disposition to believe that everybody else, even in the casting of the ballot, is seeking his "own self-interest." I had always believed, and in spite of Mr. Hill's analogy still believe, that the great majority, not only of independents, but of regular Republicans and regular Democrats, vote, not for their "own self-interest," but for what they believe to be the interest of the country and the people as a whole. It is one thing for a minority to cast its vote as effectively as possible for representatives and executive officers who they believe will best serve the public interest. It is a very different thing for a special interest or a group of special interests to use their influence with the elected representatives of the people to increase their own profits at the people's expense. The former is lawful democracy; the latter is lawless plutocracy.

Mr. Hill does not deny the general fact that special interests exert such influence on legislation; nor the specific fact cited in my article that in the framing of the recent tariff a reduction was made, with the consent of the lumber interests, which was refused so long as it was demanded merely by the President of the United States without the consent of those interests. No criticism of the individual Representative was implied. On the contrary, he was in this act engaged in the laudable endeavor to get the President's demand for a reduction accepted.

Not seeing how I could describe these facts, which Mr. Hill frankly admits and by a faulty analogy attempts to justify, in terms of democracy and equality, for which our Government stands, I described them in terms of aristocracy and privilege. Of course we all recognize that individual lords, whether English or Amercan, are most estimable men.

If, however, the term "House of Lords" is obnoxious to Mr. Hill, I shall be glad to substitute "the Power behind the Throne," or any other term that marks with equal force the fact which he admits and everybody ought to know: the ominous fact that there is, neither elected by the people nor authorized by act of Congress nor appointed by the President, but disregarding the people, dominating Congress, defying the President, self-appointed, self-perpetuating, self-seeking,

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a power at work in our Government which levies taxes that every man, woman, and child must pay, and distributes bounties to a favored few.

WILLIAM DEWITT HYDE.
Bowdoin College, Brunswick, Maine.

A NEW SCHOOL COMMITTEE SCHEME

Perhaps the scheme is new; at any rate, I never heard of it. I think it is practicable; it is simple, anyway. I tried it on the dog, and the dog wagged its tail.

It came about this way: I recently passed an evening with one of America's leading educators, a man of both action and vision, one who knows how to turn theory into practice, and who has successfully seen around several corners, diagnosing the future with a fair degree of accuracy.

We were discussing the complexion and composition of school committees, a matter which is receiving considerable public discussion. Probably no other elective body receives more just or unjust criticism, both from the public at large and from the teachers. A criticism from the latter may be far more severe, and is likely to be fairer, because the teacher is a trained official, is on the inside, and should know, and generally does know, more about educational conditions than one can who has but a general familiarity with the school and with educational methods.

The school committee, as it runs, is next to all-supreme. True, the real power is vested in the voter, but comparatively few school committees are pledged to any policy, and they usually do as they please, subject to no interference except criticism. No other office-holder holds so great a responsibility, and yet the average school committee men are entirely untrained for their work. There are training institutions and preparatory schools devoted to practically everything, from stenography to motor car drivers, the school committee man and the parent being practically the only ones who are unfamiliar with their work and who have little opportunity to perfect themselves along any line in or adjacent to the raising of the rising generation.

No sensible business man would employ a bookkeeper unless he produced credentials of his bookkeeping ability; nor would any foreman or superintendent allow a workman to do any work of consequence unless he were assured that his workman had been trained to his job; but this self-same business man and superintendent nominate and elect school committee men who are entirely untrained and who may have no ability to distribute education or anything else.

As it appears to be practically impossible at present to raise the tone of the voter high enough for him to discriminate between the good and the bad, the trained and the untrained, it would seem advisable to devise some means which would result in forcing into the school committee a proportion of trained men and women.

The average trained individual has some ability, otherwise he would not submit to training; but, anyway, the trained man is better than the untrained, other things being equal.

The average school committee is incompetent and does not do its work properly: first, because its members are usually untrained; secondly, because they have little ability to handle educational matters or other matters; thirdly, because they are politicians or under the direction of politicians; fourthly, because they are not acceptable to the teachers. This latter condition is due largely to the fact that the teachers have to be governed by a board selected at large, notwithstanding that the teachers, as a rule, are allowed to vote for the school committee, but the teachers' vote is too small to count. The teacher, then, is under a government which he did not select or had little to do with selecting; therefore the teacher, rightly or wrongly, chafes in the harness.

The scheme which I suggested to my friend is substantially as follows:

The school committee shall consist of three or more men or women to be elected at large by the voters of the city or town. Immediately after their election the teachers of the public schools, including the principals and head masters, shall be called into convention, and there elect, out of their membership, members of the school board of a number corresponding to those elected at large. If the city or town elects on the school board five men or women, then the teachers shall choose five men or women out of their own membership. This will produce a school committee with half of its members trained educators, the other half trained or untrained, as the voters at large may decide upon.

There should be no discrimination of sex, but the voters at large should have the right to determine the sex complexion of the school committee. If the voters at large elect three men and two women, then the teachers shall choose three men and two women.

It is evident that under this scheme the school committee would consist of an even number of members. If this is considered inadvisable, then the full committee should be permitted to elect an additional member. Should there be a deadlock, the committee being divided into two factions, this condition may be remedied by permitting the mayor or chairman of selectmen to act as an *ex officio* member of the committee for the election only.

Where there are more members on the school committee than there are teachers, which occurs in small districts, then all of the teachers in the district would be members of the school committee.

Of course politics would enter into the election by the teachers, and there might be a scramble for office, but it would be a different kind of politics from that prevailing on the street.

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It seems to me that this scheme would produce a better committee, because it would, in a compulsory way, add trained men or women to it, would interfere with ordinary politics, and would give the teachers an opportunity to be part of their own government. Naturally, it would prevent a large part of the criticisms which the teachers are now making against the committees.

As there are few, if any, school committee men at large who give their entire time to school work, there would appear to be no objection to the teacher continuing his school duties.

NATHANIEL C. FOWLER, JR.
Boston, Massachusetts.

JAPAN AND MANCHURIA

A little over nine years ago, at the close of the Boxer trouble, our noble Secretary of State, Mr. John Hay, speaking for the American people, gave the world to understand that America stood firm for the territorial and political integrity of the Chinese Empire. It was a new Monroe Doctrine of the East. America never backed down on the original Monroe Doctrine, and we have found no cause to lament our firm and constant stand on the principles therein laid down; America cannot afford to back down on the Hay Doctrine.

Those of us Americans who have been in the East for some years see grave danger ahead if the people at home do not keep their eyes open and let no one throw dust into them. I have nothing against the Japanese or the Russian people as people, but I have much against some of the ways of those people. Don't trust them too far. The Japanese are the most polished, polite, suave little people in the world; they will go miles out of their way to do you a courtesy, but— Why is it that, without exception, every American—aye, in fact every Westerner of whatever nationality—whom I have met who has come out to Japan with the highest regard for her people leaves the country with an entirely different opinion from that with which he entered it? Conceit and cunning smartness are ill disguised behind an ever-smiling countenance. If you don't believe it, just try for yourself. There may be some who are not impressed in this way, but I have yet to meet the first man of that type. The Japanese are wonderfully patriotic, wonderfully clever in adaptation, and not a few I hold in the highest personal esteem, but as a nation they are as yet lacking in something that makes for trustworthiness. It is surely to be hoped that some day this people, with so many other admirable qualities, will learn this most essential virtue for the peace of the world. Russia! We don't have to go far back in history to collect more than we want of examples of double dealing by that nation. Excellent as are many of her people, Russia as a nation has turned her attention to external aggrandizement rather than to internal uplift. Unfortunately, national dealing is not always up to the standards of a nation's best people. It is because of this latter fact that America must take care.

Russia wants Manchuria; she has been trying for many years to gain it. Japan recognized that fact and went to war with her mighty neighbor about it. Japan wants Manchuria, and some of her people say so plainly. Let me quote Mr. Adachi Kinnosuke in the "World's Work" for April, 1909: "If you [China] do not allow our people to colonize Manchuria peacefully, there is only one thing for us to do: enter it, anyhow." But China, as he admits, has said with reason: "If we were to let you colonize Manchuria, there would be no more Manchuria, but a Manchurian province of Japan." China has said "No," so Japan is following out the rest of her policy as so clearly and truthfully stated by Mr. Kinnosuke. Japan does not want war; in fact, war would spell death to Japan in her present financial condition. Her soldiers are as brave as ever, but her exchequer is weak, and she would soon be at the end of any credit she still may have. Any nation that could not be bodily swallowed up could easily beat Japan in case of war, simply by a Fabian policy. Japan must, then, gain her ends by diplomacy and trickery. Considering that "half a loaf is better than no bread," Japan is even now trying to come to some understanding with her former antagonist, Russia, for a peaceful division of the spoil. Where was Prince Ito when he was shot? Merely traveling for his health and pleasure?

Well, what has America got to do with all this? There is a Chinese expression about "losing face." Can America afford to make such a statement as she made in 1899, and say a few years later, "We beg your pardon, gentlemen, we really do not dare to live up to all we said"? Who will ever regard our word again? We must not lose face, even if we have to frown pretty hard with twelve-inch guns.

The statement of 1899 was made in the cause of justice. Is it just to stand by and watch a nation which is struggling out of centuries of lethargy and reaching out for higher things being despoiled of one of her richest treasures while she is not yet firm enough on her feet to defend her own? Japan says she needs Manchuria for her surplus population. What is China going to do with her greater surplus population? I have seen bands of workers, by scores and hundreds, passing northward in the spring from crowded Shantung to the rich farm lands of Manchuria, and in the autumn, like migratory birds, wending their way back southward. But not all return; many stay. China is slowly filling this garden spot with her own. Shall she be compelled to stand back and say, "You first, Japan"?

PERCY B. TRIPP.
Imperial Middle School,
Lingtangkao, Tientsin, China.

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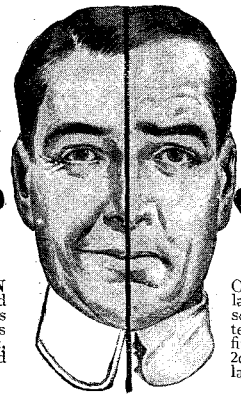

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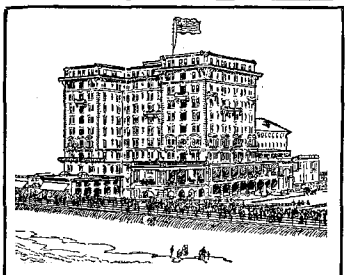

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Are going to Europe next summer with Mrs. Adams and mé. We don't know their names yet, except one or two; perhaps yours will be on the list. Better write me soon and find out. If you aren't young, no matter; you will be when you hear from me. J. M. ADAMS, Occidental College, Los Angeles, Cal.

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Travel, rest, recreation. Party limited. Personally conducted. Azores, Gibraltar, Italy, Germany, Switzerland, Holland, Belgium, France, and England. (Passion Play.) 70 days. Address R. Foster Stone, Johnstown, N. Y.

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Travel is restful when well directed; the consciousness of worthy things unwittingly overlooked, of worthless things obtrusively emphasized—this is the beginning of restlessness and discontent. Leadership is the most important element in the success of foreign travel; that element is our distinction.

PALESTINE—Sail February 26
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OBERAMMERGAU—a place in each tour.

Leaders: Dr. H. H. Powers
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Send for our Announcement
Ask also for booklet of 12 Travel Maps
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To Europe and Passion Play

SMALL, SELECT PARTIES

April 19th—87 days—Riviera, Italy, Greece, Turkey, Austria, Germany, Rhine, Holland, England. **$750.**

May 14th—69 days—Italy, Tyrol, Germany, Switzerland, Paris, England. **$610.**

June 25th—78 days—British Isles, Holland, Rhine, **All of Switzerland,** Paris, Killarney. **$610.**

July 2d—*Same without Gt. Britain,* **$525.**

July 2d—Special Teachers' Party—Antwerp to Naples, $375, and others.

June 11th—Special Tour de Luxe—90 days, **$1,250.**

All parties visit Passion Play. Daily itineraries and full particulars on request.

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TURKEY S. S. CELTIC, Feb. 2. S. S. CARONIA, Feb. 19.
GREECE EGYPT, PALESTINE, OBERAMMERGAU.

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H. W. DUNNING & CO.
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THE ORIENT 1910

We can accept no more applications for **EGYPT;** the capacity of our specially chartered Nile steamer is exhausted. There is room in our **PALESTINE** party sailing February 26. A limited number can still be accommodated on our yacht "Athena" in **GREECE;** party sails from America by S. S. Canopic March 24.

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Select European Party June 25. Southern route. University leaders. Moderate cost. Address Chaperon, 5,790, Outlook.

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Merritt Island, Indian River, Fla.

On shore opposite Cocoa and Rockledge. View of river from each of the 15 bedrooms; five fireplaces; great hall 44x18. Detached kitchen and dining-room. **Price $3,500.**
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Real Estate

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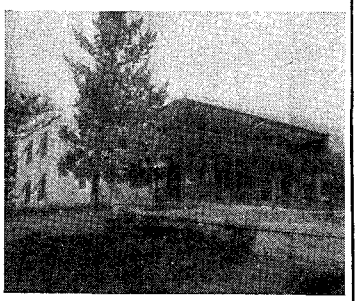

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See Charming Kinderhook
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Send for Circular RURAL LIFE CO.

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WANTED—a House in or near City suitable for an all-year boarding-house. Must be first class in every way. Best references. Address 5,145, Outlook.

BUSINESS OPPORTUNITIES

TREASURER required in my old, staple, specialty, manufacturing business. Must invest. Exceptional. References. 2,978, Outlook.

I WONDER if lots of OUTLOOK people who never miss reading my talks here each week have settled down to the conclusion that I must be a high-priced commodity, so to speak? To the price any painstaking printer charges for a good job add a small sum for a little "WHAT-EVER-YOU-CHOOSE-TO-CALL-IT-NESS" that the printer does not furnish and you have the sum total of such a "luxury" as I be!! It is an entirely painless, and not highly costly, operation to get the exact cost of anything from me. Francis I. Maule, 411 Sansom St., Philada.

BOYS' school for sale. 2,932, Outlook.

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PRIVATE family offers two large rooms and bath with board, in BROOKLYN, on Clinton St. Address 2,957, Outlook.

MONTCLAIR, N. J. Exceptional opportunity. For rent, comfortable and pleasant double room in one of the best boarding-houses in this beautiful town. Excellent table. Room available from February 1. Address 2,904, Outlook.

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INVESTIGATE CALIFORNIA SECURITIES which return from 5% to 6½% on the investment. We buy and sell high class investment bonds suitable for Banks, Bankers, Trust Companies, Trust Estates, and Individuals demanding absolutely sound securities. Will gladly furnish information concerning CALIFORNIA SECURITIES and special information regarding Bonds we offer for sale. Municipal and School Bonds to return greatest yield; high class Public Utility Bonds, Building Bonds based on Real Estate Security, Water and Irrigation Bonds. Address Henry A. Coit, THE BANK OF SOUTHERN CALIFORNIA, LOS ANGELES, CAL.

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INCREASE your earning power by learning to write advertisements. Facts sent free. Page-Davis Co., Dept. 32, Page Building, Chicago.

Companions and Domestic Helpers

WANTED—Experienced mother's helper for 3 children. Suburbs. References. 2,963, Outlook.

CHAMBERMAID to do light chamber work and assist governess with younger children. Conscientious, willing girl will be assured comfortable and agreeable home near N. Y. City. Full particulars as to personality, experience, references, and salary. Box 2, Scarsdale, N. Y.

TWO competent domestics, one as cook and laundress, other for second work. Wages $6.00 and $5.00. Parents and three boys in family. Address, with references, P. O. Box 884, Meriden, Conn.

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HELP WANTED

Companions and Domestic Helpers

WANTED—Lady as mother's helper and nursery governess. A refined, educated person who can relieve a mother of five children of some of the detail of running a city and country house and who can take care of the household during the parents' absence. Give age, references, and state what salary expected. Veranda, 2,956, Outlook.

WANTED—Nurse for baby 7 months and child of 3. Light upstairs work and sewing. State age, experience, references. Suburb of New York. Address 2,950, Outlook.

YOUNG woman fond of children and not afraid to work is wanted as mother's helper. Write fully, giving references. Address 2,939, Outlook.

Teachers and Governesses

TUTOR desires position. College graduate. Exceptional ability, character. Hopkins' Educational Bureau, 507 Fifth Avenue. Governesses, nurses, housekeepers, companions, secretaries, etc.

GOVERNESS and home companion; a conscientious, capable woman for assistance in desirable home environment, children under eight, suburb N. Y. City. State fully as to personality, experience, salary desired, etc. Box 2, Scarsdale, N. Y.

WANTED—Experienced grammar school principal to begin in February, $1,200. Many other vacancies. Albany Teachers' Agency, Albany, N. Y.

TEACHERS—Register to-day to secure a teaching position. Vacancies still occurring. New Century Teachers' Bureau, 1420 Chestnut St., Philadelphia.

FAMILIES, institutions, schools, and hotels in need of housekeepers, matrons, mother's helpers, dietitians, etc., address Miss Richards, 32 Creighton St., Providence, R. I.

WANTED—College and State normal graduates. Arizona, Nevada, California. California Teachers' Agency, Los Angeles, San Francisco.

SITUATIONS WANTED

Professional Situations

EXPERIENCED trained nurse desires permanent position with invalid, adult or child. Moderate terms. Best references. 2,977, Outlook.

BY gentlewoman of cultivation, position as secretary or companion, traveling or resident, with secretarial work. Exceptional references. 2,962, Outlook.

SITUATIONS WANTED

Professional Situations

AMERICAN gentlewoman, linguist, seeks engagement; companion, secretary, chaperon. Will travel. 2,979, Outlook.

Companions and Domestic Helpers

WOMAN, educated, executive sup't, in position, desires change; excellent reasons. Successful in many departments. School, institution, hotel, sanitarium. 2,973, Outlook.

REFINED North German, hospital trained nurse, seeks position to children, invalids, or companion. Would travel. English, French, music. Best references. 2,974, Outlook.

EXPERIENCED housekeeper, dietetian, first-class references for character and ability, wishes position, family or institution. 2,975, Outlook.

COMPANION to refined lady. Would travel. References. 2,976, Outlook.

BY gentlewoman of cultivation and experience, position as companion and chaperon to young girl. Exceptional references. 2,961, Outlook.

EXPERIENCED housekeeper, business or private. Good references. Box 2,965, Outlook.

COMPANION nurse for invalid child by experienced woman. Best references. 2,967, Outlook.

COMPANION.—Thorough linguist and musician, accustomed to European travel, desires engagement with lady, not an invalid. References furnished. Miss Maule, 304 South 16th St., Philadelphia.

EXPERIENCED gentlewoman would assume responsibility of children and home. 2,954, Outlook.

YOUNG man living in New York would like to travel for the winter. Could be of special help to nervous person. References exchanged. 2,949, Outlook.

YOUNG English lady as nursery governess; companion. References, experience. Box 68, Staatsburgh, N. Y.

POSITION as companion and nurse to invalid or elderly person wanted by young lady having special training and experience. 2,948, Outlook.

GENTLEMAN of education, refinement, experience; companion, secretary, position of trust. Will travel. Care for one nervously ill or otherwise indisposed. References exchanged. 2,947, Outlook.

CAPABLE, refined young lady desires to go abroad as companion. 2,946, Outlook.

COMPANION-secretary desires to go abroad. Terms, expenses. Highest references. 2,892, Outlook.

SITUATIONS WANTED

Companions and Domestic Helpers

A Dutch lady, formerly principal of a woman's college, would like to travel with young ladies wishing a person competent to be their tutor, or would act as guide to older women. Is familiar with most of Europe, Egypt, Ceylon, and the Malay Archipelago. References given and required. 2,929, Outlook.

Teachers and Governesses

GOVERNESS.—Cultured German, conversant with English, French, and Italian, competent to teach advanced music, desires position. References from prominent American families. Miss Muller, 1934 Chestnut St., Philadelphia.

EXPERIENCED teacher of French, German, English, and music desires pupils, chaperonage, or to be companion. Is a finished accompanist. 2,972, Outlook.

WELLESLEY graduate gives private lessons in Washington. Experienced teacher. English, Latin, German, history, mathematics. 2,952, Outlook.

YOUNG Canadian gentlewoman wishes position at once. Languages, music, English. Miss Atkins, Summit, New Jersey.

LADY wishes to place visiting governess whom she can highly recommend. French and English. Apply at 4 West 50th St.

MISCELLANEOUS

EXPERIENCED college preparatory teacher, who knows Holland, Germany, and Italy, offers his services for travel and tutoring. 2,966, Outlook.

WANTED—Women to enter training school or take positions as attendant nurses for mental and nervous cases. Apply Supt. of Nurses, Sheppard & Enoch Pratt Hospital, Towson, Md.

SCHOOL for TRAINED ATTENDANTS, 45 Centre Street, Orange, New Jersey. Superintendent, Miss Lowrie. Six months' course. Fee $100, including tuition, board, lodging, uniforms, and books. For further information apply to school.

VALENTINE play, "Uncle Joe's Jewel." Comedy. 25 cts. Katharine McDowell Rice, Worthington, Mass.

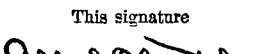
EXPERT shopper, no charge, references. S. Tanner, 305 West 70th.

COLLEGE graduate, woman, teacher, seeks position outside teaching profession. 2,959, Outlook.

PHYSICIAN going to Southern California would take charge of invalid or convalescent during journey. Address 2,955, Outlook.

ALLEN'S FOOT-EASE

The antiseptic powder to Shake into your Shoes, for Tired, Aching Feet. Always use it for Breaking in New shoes. "In a Pinch, use Allen's Foot-Ease." Sold everywhere, 25 cents. Do not accept a substitute.

This signature  on every box.

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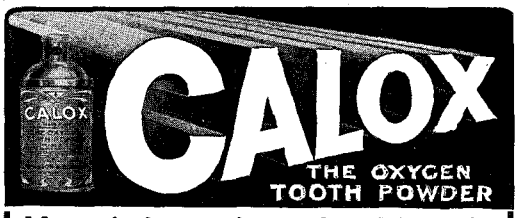

Most refreshing to the mouth. Whitens the teeth and prevents decay. Mixed with water, it produces peroxide of hydrogen.

Dentists advise its use. Physicians prescribe it.

Druggists sell it—25c. per bottle.

Sample and Booklet free on request.

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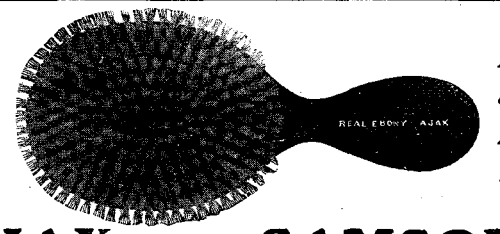
Best Brushes Made



AJAX

GODIVA AJAX SAMSON

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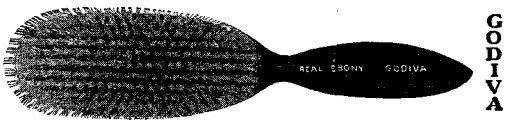

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We make a specialty of large reed organs, voiced to closely resemble pipe organs. These church organs will be found much richer in effects than any cheap pipe organ.

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Styles from **$100 to $500.** Payments spread over 2 years when desired.

Fine Folding Organs $37.50; Fine Parlor Organs $45; Good Second-hand Organs at half price. Write for catalog. (44)

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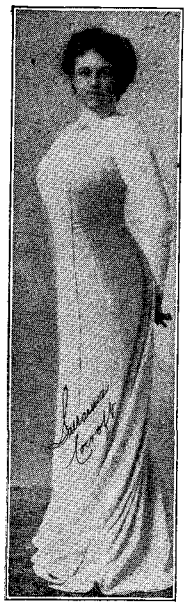

I Will Help You to
Vibrant Health, Rested Nerves *and a* **Good Figure**

After my university course, I concluded I could be of greater help to my sex by assisting Nature to *regain* and *retain* the strength of every vital organ, by bringing to it a good circulation of pure blood; by strengthening the nerves, and by teaching deep breathing, than I could by correcting bodily ailments with medicines.

I have helped over 44,000 women. I can help you to

Arise to Your Best

giving to you that *satisfaction with self* which comes through knowledge that you are developing the sweet, personal loveliness which health and a wholesome, graceful body gives—a cultured, self-reliant woman with a definite purpose, which makes you the greatest help to family and friends. You will be a **Better Wife, a Rested Mother, a Sweeter Sweetheart.**

I can help you to make every vital organ and nerve do efficient work, thus clearing the complexion and correcting such ailments as

Constipation	*Irritability*	*Indigestion*
Weak Nerves	*Colds*	*Dullness*
Rheumatism	*Nervousness*	*Weaknesses*
Sleeplessness	*Torpid Liver*	*Catarrh*

This work is done by following simple directions a few minutes each day in the privacy of your own room. In delicate cases I co-operate with the physician.

A Good Figure is Economy

and means more than a pretty face

I have corrected thousands of figures as illustrated below. Style is in the **figure and poise and not in the gown.** The gown in Fig. 1 cost $250; the one in Fig. 2 cost $6. Fig. 2 is the same woman as in Fig. 1, developed and in correct poise. Figs. 3, 4, 5 and 6 show actual photographs of pupils *before* taking up my work. (They have given me permission to use them). They all stand, now, as correctly and appear as well as Fig. 2 When every organ of the body is doing efficient work, there will be no superfluous flesh and no bony, angular bodies. I have reduced thousands of women 80 lbs., and have built up thousands of others 25 lbs. What I have done for others I can do for you. Here are a few extracts from daily reports of my pupils:

Too Fleshy or Too Thin

"My weight has increased 30 pounds." "My kidneys are much better." "My eyes are much stronger and I have taken off my glasses." "I have not had a sign of indigestion or gall stones since I began with you." "I weigh 33 lbs. less and have gained wonderfully in strength. I never get out of breath, the rheumatic twinges have all gone, and I look and feel 15 years younger." "Just think of it! To be relieved from constipation. Entirely free after having it for 30 years." "Have grown from a nervous wreck into a state of steady, quiet nerves."

Write me today, telling your faults of health and figure. If I cannot help you, I will tell you so. I study your case just as a physician, giving you the individual treatment which your case demands. I never violate a pupil's confidence. I will send you an instructive booklet, showing correct lines of a woman's figure in standing and walking, **free.**

SUSANNA COCROFT
246 Michigan Ave. Dept. 8 Chicago

Miss Cocroft's name stands for progress in the scientific care of the health and figure of woman.

Cleans House for 3 Cents

FREE TRIAL —— Sent Anywhere

This wonderful little machine cleans all floor coverings thoroughly, because it combines *brushing* with *suction.*

You know how hard it is to remove adhered dirt from carpets and rugs. The Hoover has a rapidly revolving brush, like that in a carpet sweeper, which brushes up the pile of the carpet and loosens the dirt. Then the powerful suction fan right behind the brush sucks up everything—fine dust, scraps of paper, pins, burnt matches, cloth cuttings, and large particles of dirt. This suction opening is 12 inches wide, so you can go over the floor in a third of the time usually required. The pile of the carpet is left standing upright, bright and fresh as new.

You simply guide the machine—the little motor does the work, at an average cost of three cents a week for current. So simple you can understand and operate it the first time.

We furnish extra nozzle attachments for cleaning curtains, furniture, and for blowing up pillows, mattresses and drying hair, but we do not recommend their use on the floor, as the constant hard rubbing of metal nozzles on carpets necessary to remove adhered dirt is apt to wear off the pile. The only part of the cleaning mechanism of the Hoover which touches the carpet is the revolving brush.

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Write for Free Booklet, "The Hoover Way."

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$2,000,000 First Mortgage 6% Gold Bonds

of the

Sacramento Valley Irrigation Company

Guaranteed by the American Water Works and Guarantee Co.

Dated June 1, 1909. **Due Serially.**

Denominations $100, $500 and $1,000, Interchangeable.

Interest payable June 1st and December 1st at The Trust Company of America, New York City, Trustee. Principal may be registered.

PRINCIPAL FEATURES OF THIS ISSUE.

(1) The property lies in the Sacramento Valley, California, and has a remarkably high productive value.

(2) The company owns in fee and controls by option at this time over 100,000 acres of land.

(3) The company possesses an unusual water right, granted by the State and confirmed by special Act of Congress, giving it more than enough water from the Sacramento River to irrigate 250,000 acres.

(4) The bond holders are amply protected by purchase money mortgages and bonds can be issued only as these purchase money mortgages are deposited with and assigned to the trustee at a ratio of 125% of mortgages deposited to 100% of bonds issued.

The success of the same interests in the Twin Falls Country, Idaho, is well known and a matter of record.

Prompt Payment Guaranteed

The prompt payment of both principal and interest on the bonds of this issue is unconditionally guaranteed by the American Water Works and Guarantee Company, of Pittsburgh, Pa., capital and surplus $4,500,000. This company's net earnings exceed $600,000 annually.

It guarantees only the securities of properties it investigates and constructs with its own engineers, and controls and operates with its own organization. Since its organization, twenty-eight years ago, there has never been a single day's delay in the payment of either principal or interest on any bond it has guaranteed. The strength of its guarantee continually increases as its business extends. With each new issue the additional assets acquired by this constructing, operating and guaranteeing Company are always greater than the contingent liability assumed.

Investigation, Construction and Operation

The most important requisite to a successful irrigation enterprise is the constructing and operating experience which insures intelligent discrimination in the selection of properties, accurate engineering, careful construction and successful operation. The uniform success of the American Water Works and Guarantee Company in the selection, construction and operation of over forty water works properties and three irrigation projects in different parts of the United States, amply protects the investor in this issue of bonds.

Send to our Department E for "The New California," an illustrated descriptive booklet; a text book entitled "Irrigation;" and for circulars and printed matter describing this issue.

J. S. & W. S. KUHN, Inc.

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Guaranteed Irrigation Bonds.
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A GREAT SUM RAISED

The American Bible Society tenders hearty thanks to the many friends who have enabled it to secure $465,000 of the $500,000 necessary to obtain the $500,000 offered by Mrs. Russell Sage, the whole sum of $1,000,000 to be a perpetual endowment for the Society.

Only $35,000 remains to be subscribed.

Mrs. Sage allows us to continue the effort to secure the full amount.

Twenty-eight men and twenty-two women have subscribed $1,000 each. Numbers of people, doing what they could, have sent from one to one hundred dollars.

Many memorial gifts have been received; one of $5,000 as a memorial to a father and a mother; one of $100 to a father. Are not others like-minded?

Will not all our friends and all friends of the Bible respond promptly and complete this fund?

Subscriptions need not be accompanied by cash, if later payment is more convenient.

Send pledges or money contributions to-day to William Foulke, Treasurer, Bible House, New York City, N. Y., or to any of the Agency Secretaries of the American Bible Society.

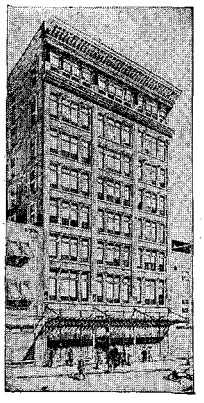
5%

Do You Want Your Savings

To earn the highest possible rate of interest—
To be absolutely safe—
To be withdrawable on demand at any time?
These are some of the advantages this Company offers you.
This Company has been in business for over 14 years—
It is officered and managed by some of the most prominent business men in Baltimore—
It is absolutely sound and conservative.
Money invested with this Company earns 5% interest, and may be withdrawn at any time without loss of interest earned.

Write today for the booklet.

CALVERT MORTGAGE & DEPOSIT COMPANY
Calvert Building, Baltimore, Md.



6%

Guaranteed to Investors in our

REAL ESTATE TITLE BONDS

PLUS ½ of all additional profits earned from this

SEATTLE

BUSINESS PROPERTY

The property is definitely described in each bond and is secured to the bondholders by a duly recorded Deed of Trust. Bondholders only can authorize sale of the property, at which time their bonds are redeemed, they receiving also one-half of sale profits. Construction of this fire-proof department store building is now in progress. Total cost property and building, $275,000.

To-day SEATTLE is The Wonder of American Cities

Figures tell! Population in 1900, 80,761; 1909, 309,375. In 1908, ranked seventh city in the United States in building permits; in 1909 will probably rank fifth, as permits aggregated nineteen million dollars. Other statistics denote like growth and progress. Bonds issued in denominations of $100 and multiples thereof.

Write for Folder 2-A.

AMERICAN CITIES REALTY CORPORATION
314 Leary Building, Seattle, Wash.

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ELECTRONIC REPRODUCTION PROHIBITED

Hartford Fire Insurance Company

With the coming of 1910, THE HARTFORD FIRE INSURANCE COMPANY has rounded out a century of business history. That means something in the hazardous business of fire insurance; for four out of every five companies organized in this country have either failed or retired. It means unshaken stability. The smoke of every great American conflagration has darkened the sky over the Hartford's head. In San Francisco alone it paid ten millions. But emerging triumphant from the ordeals of 100 years, it enters its second century stronger than ever.

Unshaken stability for a century is no mean heritage, but age is venerable only when adorned with honor. Honor implies more than honesty. It is the quality which impels an institution to meet every obligation, not only with promptness and exactness, but with fairness and a spirit of equity. That is the Hartford's record in the past, its aim to-day and its ideal for the future. Its policies afford unsurpassed indemnity, and by co-operating with its patrons to lessen fire dangers, it offers continuous service. Its business, scattered among more than 15,000 communities throughout this great land, is the largest of any fire insurance company in America. Its agents are everywhere.

Insure in the Hartford

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6%
With Safety

through the oldest and largest banking house specializing in

Municipal Irrigation Bonds

First Offering:

We have just purchased a new

Municipal Irrigation Loan

and would call your attention to the following particularly strong points:

1. Municipal Irrigation District improvement has added 125,000 acres to the famous Greeley District. This old district produces and ships more field products than any other equal acreage in the world. The principal development of the old district has been during the last 10 years.

2. Water supply. This district stands pre-eminent among the large irrigation enterprises of the country, inasmuch as its water supply is a constant and direct flow. This fact, combined with an ample reservoir capacity, makes a never-failing and continuous water supply.

3. These are municipal bonds, payable from a direct tax voted by the people, assessed by the County Assessor, and collected by the County Treasurer.

Savings Banks and Life Insurance Companies are buying these securities, as well as other institutions and private investors.

Farson, Son & Co.

Members New York Stock Exchange
Over Thirty Years' Experience

21 Broad St., New York — **First Nat'l Bank Bldg., Chicago**

DEAR SIRS:

Please send me **Circular No. 10246 Out.** describing largest and best issue of Municipal Irrigation Bonds ever issued.

Name.....

Address.....

State 1050

5%

A NEST-EGG

The right kind of a nest-egg must have three characteristics: (1) Absolute safety; (2) Availability; (3) Earning power. A nest-egg

Earning 5% per Annum

every day; which may be withdrawn upon any date, without any loss of earnings, and which is secured by over $1,500,000 of mortgages on New York City and suburban real estate, is a good kind of nest-egg to have.

Our Company offers you an opportunity for the safe, convenient and profitable investment of your savings. Our business, established 17 years, is conducted

UNDER THE SUPERVISION OF
New York Banking Department

and our record is open to public inspection in their files. During this time we have never paid less than

5% A YEAR

Your funds may be deposited or withdrawn upon any date. Earnings credited for full time.

ASSETS over - - $2,000,000
SURPLUS and PROFITS 150,000

Write for booklet giving full information.

INDUSTRIAL SAVINGS AND LOAN COMPANY
10 Times Bldg., B'dway & 42d St., New York

INDUSTRIAL SAVINGS and LOAN Co. NEW YORK CITY

Preferred Stock

of a well-known Company manufacturing food products of national consumption

To Net 7¼%

The Company has continuously paid dividends since organization in 1902. Average Net earnings have been equivalent to over 16% per annum upon this stock.

Circular and details upon request.

Herrick, Hicks & Colby
7 Wall St., New York
Members New York Stock Exchange

SEATTLE 7% MORTGAGES

Secured by improved income-bearing business and residence property in this substantial and rapidly growing city. Interest collected and forwarded semi-annually. Send for Booklet D.

JOSEPH E. THOMAS & CO. Inc.
109 Cherry St. Seattle, Wash.

PUBLISH YOUR SONGS

We guarantee to publish and catalog acceptable manuscripts vocal or instrumental. We will write music for your poems or supply words for music. Send your manuscripts to experienced publishers, with **Thirty Three Years** of success. Free advice and criticism. Write or mail manuscripts today. Big Catalog FREE.
NATIONAL MUSIC CO., Dept. 405. Chicago, Ill.

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An Exceptional Issue of 6% Bonds Secured by a Thousand Farms

Here are brief facts about one current issue of Irrigation Bonds. They will illustrate what ideal security lies back of such bonds when the issues are rightly selected.

The Bitter Root Valley Irrigation Co. owns one of the largest irrigated fruit land projects in the world. The Company is composed of well known men who are wealthy, experienced and capable. The land to be watered consists of about 40,000 acres in the heart of our greatest fruit belt—in the famous apple region of the Pacific Northwest.

A large part of the valley has been under irrigation for many years, so the possibilities of the land have been demonstrated. Fruit land in the valley has lately sold as high as $1,000 per acre.

The water rights are unassailable, and the total water supply is more than sufficient for all needs. For the irrigable land is distinctly limited by the mountainous bounds of the valley.

$2,500,000 Invested

The Irrigation Company has invested in the project about $2,500,000, or about twice the total bond issue. And the bonds are secured by a first mortgage on all the property which the Irrigation Company owns.

The bonds are additionally secured by first liens on the lands and the orchards watered. These liens are given by individual land owners in payment for the land and the water rights. Forty per cent of the price is paid down, and the balance, secured by the liens, is payable in annual installments.

To secure each $1,000 bond there are deposited with a Trust Company as a trustee $1,400 of these first liens on farm land.

The average price at which this land has been sold is about $200 per acre. The minimum price at present is $250 per acre. Yet the bond issue is limited to $30 per acre, or to less than one-sixth the average selling price of the land.

Double Security

Thus the bonds have double security. The first is a mortgage on all the property which the Irrigation Company owns, and the Company's investment is nearly twice the whole bond issue. The second security is these first liens on farm land—on land which is worth more than six times the amount of the bonds which it secures.

One can hardly conceive of more ample security. Yet these bonds pay six per cent interest, because the demand for irrigated land is so great that the projects are very profitable.

Part of these bonds mature each year from 1914 to 1919. One may have his choice of maturities.

Ask for the Facts

In the past 15 years we have purchased 75 separate issues of Reclamation Bonds—Drainage and Irrigation. All have been secured by first liens on good farm land, and not a dollar of loss has resulted to any investor.

Irrigation bonds have now become the most popular bonds that we handle. No other large class of bonds offering equal security now pays six per cent.

We have issued a book on Irrigation Bonds, based on all this experience. Every investor, small or large, owes to himself its perusal. Please write for the book today. Cut out this coupon so you won't forget.

B R **Trowbridge & Niver Co.**

First National Bank Building, Chicago
50 Congress St., Boston 111 Broadway, New York
First National Bank Building, San Francisco

Please send your free book on Irrigation Bonds and list of other securities.

*Name*_____

*City*_____ *State*_____

*Name of my bank*_____ 763

First National Bank Bldg., Chicago

Trowbridge & Niver Co.

50 Congress St., Boston
111 Broadway, New York
First Nat'l Bank Bldg., San Francisco

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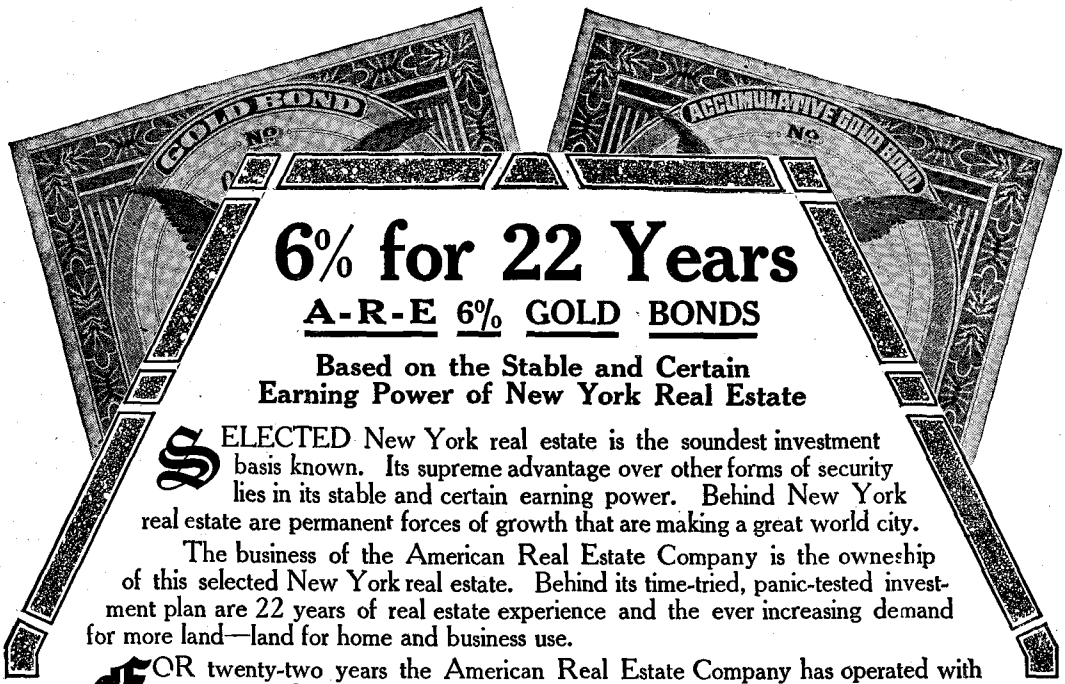

6% for 22 Years

A-R-E 6% GOLD BONDS

Based on the Stable and Certain Earning Power of New York Real Estate

SELECTED New York real estate is the soundest investment basis known. Its supreme advantage over other forms of security lies in its stable and certain earning power. Behind New York real estate are permanent forces of growth that are making a great world city.

The business of the American Real Estate Company is the ownership of this selected New York real estate. Behind its time-tried, panic-tested investment plan are 22 years of real estate experience and the ever increasing demand for more land—land for home and business use.

FOR twenty-two years the American Real Estate Company has operated with uninterrupted success in the New York real estate field.

For twenty-two years this Company has been teaching the small investor how to increase his income by practical business co-operation without the worries or cares of management.

For twenty-two years this Company has paid 6% on its due date to thousands of investors the country over—nearly $4,000,000 in principal and interest.

For twenty-two years the conduct of the Company's business has been a matter of public record—its land values have been soundly appraised—its titles guaranteed—its figures certified to by recognized authorities.

For twenty-two years these A-R-E 6% Gold Bonds have offered to conservative investors the three essentials of an ideal investment: *Highest Interest Return, Cash Realizability,* and *Utmost Safety.*

THE nature of this Company's business, its valuable holdings, its financial standing, its twenty-two years of successful operation, its efficient management, its unlimited field for investment—all constitute a sound basis for investment in its Bonds. A-R-E 6% Gold Bonds are issued in these two forms:

6% COUPON BONDS

For Those Who Wish to Invest $100 or More

For Income Earning—sold at par in denominations of $100, $500, $1000, $5000, or any other desired amount in even hundreds; paying 6% interest semi-annually by coupons attached, carrying the privilege of surrender for cash.

6% ACCUMULATIVE BONDS

For Those Who Wish to Save $25 or More a Year

For Income Saving—purchasable by instalment payments covering terms of 10, 15 or 20 years; payments and interest payable in cash at maturity. The yearly payment rates per $1000 Bond are: 10-year term, $71.57; 15-year term, $40.53; 20-year term, $25.65.

Send for booklet "Some A-RE-CO Properties" and a Map of New York City showing the location of our extensive properties.

American Real Estate Company

Assets, $11,851,866.07 — Founded 1888 — Capital and Surplus, $1,753,111.16

505 Night and Day Bank Building — **527 Fifth Avenue, New York**

DIRECTORS

EDWARD B. BOYNTON, Pres. — HAROLD ROBERTS, Vice-Pres. — WILLIAM B. HINCKLEY, 2d Vice-Pres.

FRANCIS H. SISSON, Secretary — RICHARD T. LINGLEY, Treasurer

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Safeguard Your Life Insurance

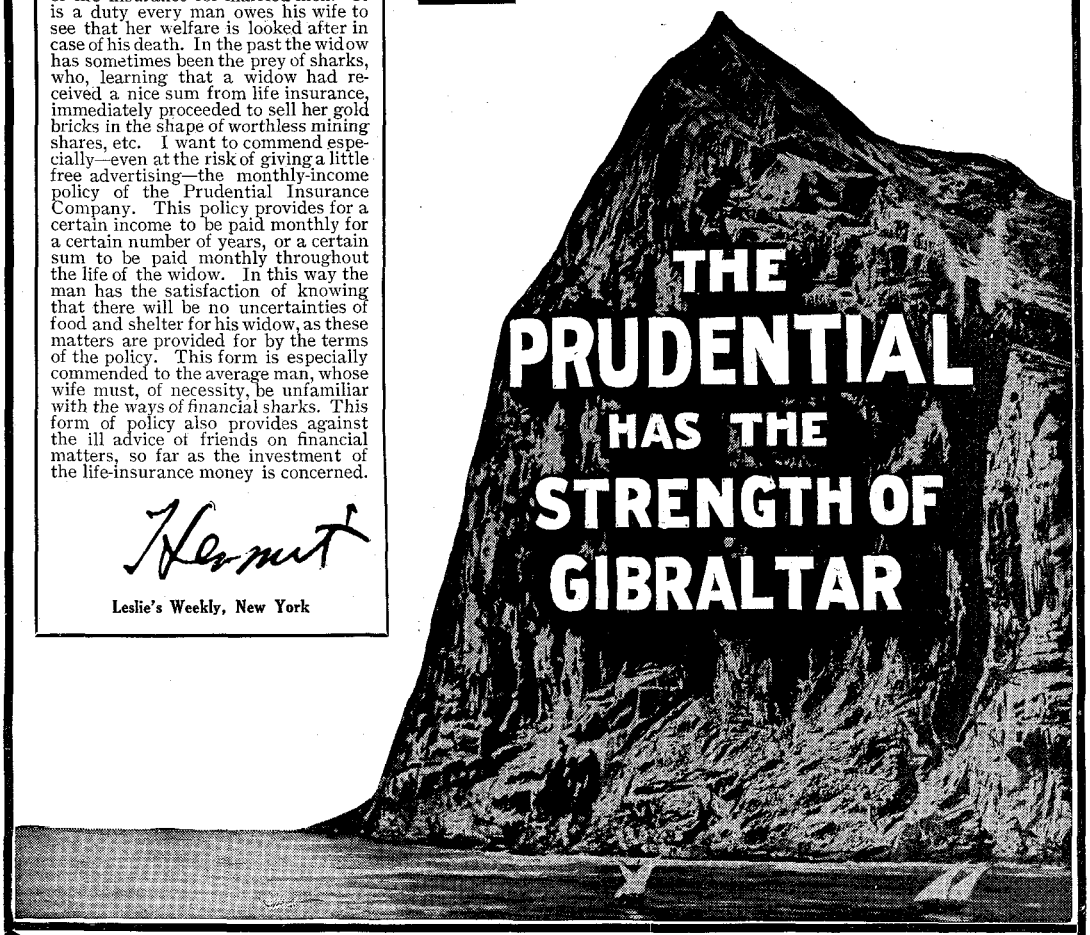
through the

New Monthly Income Policy

I HAVE repeatedly called the attention of my readers to the importance of life insurance for married men. It is a duty every man owes his wife to see that her welfare is looked after in case of his death. In the past the widow has sometimes been the prey of sharks, who, learning that a widow had received a nice sum from life insurance, immediately proceeded to sell her gold bricks in the shape of worthless mining shares, etc. I want to commend especially—even at the risk of giving a little free advertising—the monthly-income policy of the Prudential Insurance Company. This policy provides for a certain income to be paid monthly for a certain number of years, or a certain sum to be paid monthly throughout the life of the widow. In this way the man has the satisfaction of knowing that there will be no uncertainties of food and shelter for his widow, as these matters are provided for by the terms of the policy. This form is especially commended to the average man, whose wife must, of necessity, be unfamiliar with the ways of financial sharks. This form of policy also provides against the ill advice of friends on financial matters, so far as the investment of the life-insurance money is concerned.

Herbert

Leslie's Weekly, New York



The Prudential

Insurance Co. of America

Incorporated as a Stock Company by the State of New Jersey

JOHN F. DRYDEN, President Home Office, Newark, N. J.

Dept. 19

Send this coupon for full particulars and Cost

For $.....a Month
with Cash Payment at Death

Name.....

Address.....

Occupation.....

My Age Is.....Beneficiary's Age.....
Immediate Benefit and Continuous Monthly Income Policy.

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"Onyx"

TRADE GUARANTEED ONYX STAINLESS MARK

Hosiery

INCREASED DEMAND for the "ONYX" Brand is the best evidence of its satisfying quality.

No earnest seeker for substantial returns either in *style*, *quality*, *durability* or *price* will be disappointed in any hosiery bearing the "ONYX" trade-mark.

Acceptance of this statement will settle the Hosiery question for the entire year.

Silent but effective confirmation is given by any of the very reliable numbers described herewith:

Our new "DUB-L TOP" **Our new "WYDE TOP"**
Our new "DOUBLEX QUALITY"
as described below:

FOR WOMEN

E 960—Women's "ONYX" Black "DUB-L TOP" Cobweb Lisle—resists the ravages of the Garter Clasp. **50c.** per pair

409 K—Women's "ONYX" "DUB-L TOP" Black, White and Tan Silklisle—double sole, spliced heel. Feels and looks like Silk, wears better, **50c.** per pair

E 710—Women's "ONYX" Black "DUB-L TOP" and "WYDE TOP" Gauze lisle double sole, spliced heel — very wide on top without extra width all over, **50c.** per pair

310/13 — Women's "ONYX" Black, Medium Weight — Six-Thread Heel and Toe, Four-Thread all over. A hose that is unequaled for wear and elasticity, **50c.** per pair

E 970—Women's "ONYX" Black "DUB-L TOP" Silklisle double sole, spliced heel — an excellent quality; **75c.** per pair

OUT-SIZE HOSE

170 S—Women's "ONYX" Gauze Lisle "DUB-L TOP" Black, White, Pink, Tan, Cardinal, Sky, Navy, Violet; double sole, spliced heel, **50c.** per pair

SILK HOSE FOR WOMEN

498. A Pure Thread Silk in Black and All Colors, of extra length with a "WYDE TOP" and "SILKLISLE GARTER TOP" and SOLE.
This "ONYX" Silk number is Twenty-nine inches long, is Extra Wide and Elastic at Top, while the "GARTER TOP" and SOLE of SILKLISLE gives extra strength at the points of wear, preventing Garters from cutting, and toes from going through.

106. Women's Pure Thread Silk—**the extraordinary value—best made in America**—every possible shade or color—Black, White, Tan, Gold, Copenhagen Blue, Wistaria, Amethyst, Taupe, Bronze, American Beauty, Pongee, all colors to match shoe or gown. Every pair guaranteed, **$2.25** per pair

FOR MEN

E 310—Men's "ONYX" Black and Colored Fall weight — Six-Thread Heel and Toe, Four-Thread all over. Known by most men as **"The Best Hose I ever wore."** **50c.** per pair

E 325—Men's "ONYX" Black and Colored Silklisle, double sole, spliced heel. **"The satisfactory hose."** **50c.** per pair

If your dealer cannot supply you, we will direct you to nearest dealer, or send, postpaid, any number desired. Write to Dept. M

Wholesale Distributors **Lord & Taylor** *New York*

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